EMIGRATION.

RETURN to an ADDRESS of the Honourable The House of Commons, dated 1 April 1844;—*for*,

COPY or EXTRACT of a DESPATCH from the Governor-General of *Canada*, transmitting the last ANNUAL REPORT of the AGENT for EMIGRATION.

Colonial-office, Downing-street, 2 April 1844.

G. W. HOPE.

(Mr. George William Hope.)

Ordered, by The House of Commons, *to be Printed*, 2 *April* 1844.

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Under 8 oz.

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COPY or EXTRACT of a DESPATCH from the Governor-General of *Canada*, transmitting the last ANNUAL REPORT of the AGENT for EMIGRATION.

— No. 1. —

(No. 199.)

DESPATCH from the Right Hon. Sir *C. T. Metcalfe*, Bart. G.C.B. to Lord *Stanley*.

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No. 1.
Sir C. T. Metcalfe to Lord Stanley.

Government House, Kingston,
20 February 1844.

My Lord,

I HAVE the honour to transmit herewith the Report of the Chief Agent of Emigration for the past year, together with the Appendix thereto.

2. The information contained in these documents is so full and satisfactory as to render detailed remarks from me unnecessary; it may, therefore, be sufficient to offer a few observations upon the financial operations of the season.

3. The expenditure of this year, in proportion to the extent of emigration, has been greater than that of the last, arising from causes explained by Mr. Buchanan, and which it was not in his power to control. The accompanying sketch of receipts and expenditure for 1842 and 1843 exhibits the transactions of each year, and shows a balance of 386 *l.* 10 *s.* 6 $\frac{1}{4}$ *d.* currency; from which is to be deducted about 200 *l.* to meet outstanding accounts, leaving 186 *l.* 10 *s.* 6 $\frac{1}{4}$ *d.* available for the service of 1844.

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4. I do not possess the means of forming a correct estimate of the probable extent of emigration to this colony in the ensuing season, but I have no reason to expect, from all I can learn, that it will exceed that of the past; and upon this presumption I beg to submit for your Lordship's consideration my opinion that a grant from the Imperial Parliament, equal to the amount voted for 1843, will, with the usual grant of 1,500 *l.* for agency and the produce of the emigrant tax, be sufficient to cover the expenditure of the approaching season.

5. I beg leave to transmit herewith the report of Dr. Douglas, superintendent of the quarantine establishment at Grosse Isle, which bears favourable testimony to the health of last season's emigrants, as well on the passage out as on their landing.

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The expense of this establishment has been less by 598 *l.* 6 *s.* 6 *d.* currency than for 1842, leaving a balance of 308 *l.* 18 *s.* 9 $\frac{1}{2}$ *d.* available for 1844. The diminution has been effected chiefly by a less expensive arrangement, which I ordered to be adopted for communicating between the island and Quebec, with the addition of some other reductions; and I hope that for the future the expense of maintaining the establishment at Grosse Isle will not exceed the amount annually voted for that service by the provincial legislature.

6. I propose henceforth to substitute a small constabulary force in lieu of the detachment of troops that has heretofore been employed. The frittering away of military force in small detachments, for any purpose that can be accomplished by a civil establishment, is always objectionable, for it is a loss of strength and effect, and is injurious to the perfect discipline and order of the troops; I have, therefore, from the time when I found that it was customary to post a detachment at Grosse Isle during the season, been desirous of introducing some other arrangement, and the plan now submitted by Dr. Douglas is the result of suggestions from me to the same effect.

7. It is satisfactory to be able to report, that owing to so many of the emigrants of this season coming out on the invitation of their friends, they have generally been provided for or taken care of without that distress which might otherwise have assailed them before they could be absorbed in the steadily employed population of the country.

8. Regarding emigration to Canada as highly beneficial to the colony, and doubly beneficial to the mother country, the only restriction, I conceive, that ought to be imposed on it is, to keep it within the means which may exist in the province of providing for those who seek subsistence here; and nothing is so likely to regulate the supply judiciously as to encourage those to come who may be advised to do so by friends already established in this country.

I have, &c.
(signed) *C. T. Metcalfe.*

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Report of the Agent for Emigration.

REPORT of the CHIEF AGENT for EMIGRATION, for the Year 1843; together with an APPENDIX.

Office of Her Majesty's Chief Agent for the Superintendence of
Sir, Emigration in Canada, Quebec, 30 December 1843.

I HAVE the honour to lay before your Excellency, for the information of Her Majesty's Government, the following Report of the Emigration to this Province during the season of 1843.

In Paper No. 1, of the Appendix, it will be seen that the total number of emigrants recorded at this office during the season is 20,924 steerage, and 803 cabin passengers, which shows a decrease in the aggregate, compared with 1842, of 22,647, equal to 51·03 per cent. This return also presents a tabular view of the weekly arrivals during the season, distinguishing adults, male and female, from children, as also the proportion of those who were ascertained to have received parochial or other assistance, to aid their emigration.

Paper No. 2 of the Appendix, is an abstract of the records of this office, and shows the total number of emigrant vessels arrived, with an average of their passages, the number of steerage passengers embarked, the deaths during the voyage, and in quarantine, and the number landed, distinguishing males and females, adults and children.

Paper No. 3 furnishes a list of the ports in the United Kingdom whence these emigrants sailed, with the particular number from each port and country, during the years 1842 and 1843. The number arrived during the past year was as follows; viz.:—

From England	6,499
„ Ireland	9,728
„ Scotland	5,006
„ New Brunswick, and ports in the Gulf of the St. Lawrence	494
TOTAL	21,727

The great decrease will appear in the emigration from Ireland and England, the former being by nearly 62, and the latter by nearly 47 per cent. less than that of the previous season. The number of arrivals from Scotland has been lessened in smaller proportion, the reduction being about 18 per cent.

Paper No. 4 furnishes the usual comparative statement of the immigration into this province during the past 15 years, which has amounted in the aggregate to 387,908 souls.

Paper No. 5 gives a return of the admissions and deaths at the quarantine station, and at the emigrant hospital in this city; from which it appears, that at these two useful establishments, 381 persons, viz. 120 men, 122 women, and 139 children, received medical aid during the past season; out of which number occurred the very small proportion of 26 deaths, viz. five men, nine women, and 12 children.

It is gratifying to perceive the very marked diminution in the mortality among the emigrants of the past season, more particularly during their passage. According to the reports made to this office, the deaths at sea were 61, viz. 18 adults and 43 children; 42 of whom were under seven years of age. The per-centage of deaths during the passage, on the number embarked from the United Kingdom, was 0·29 per cent., or $\frac{1}{4}$ per 100 souls; and in quarantine, it was 0·9 per cent.

This improved state of health among the emigrants of this season I attribute to two causes; firstly, to the less crowded state of the great majority of the vessels: as out of 279 which arrived with passengers, only 16 had their full complement on board; and of the above number, only 132 vessels came under the provisions of the Passenger Act. Of this number, 72 vessels had on board from 30 to 100 passengers; 23 above 100 and under 150; 19 vessels from 150 to 200; eight from 200 to 250; six from 250 to 300; and four above 300 passengers on board; and of the 147 remaining vessels which had under 30 adults on board, 94 had less than 12. The tonnage of the vessels which came within the regulation of the Act was 54,750; they were navigated by 2,213 seamen; and brought out 15,434 full passengers. According to their tonnage, these vessels had accommodations for 30,637 adults. Secondly, to the beneficial restrictions and regulations of the new Passenger Act, which, by enforcing and regulating the issue of provisions, and securing to the poor emigrants an abundant supply of water, has, in my opinion, tended very materially to produce this favourable change; and which will, I trust, prevent a recurrence of those scenes of distress and suffering, to which I have had in my previous reports too frequent occasion to allude.

The

The prosecutions which I have found it necessary to institute against masters of vessels for infringement or evasion of the provisions of the law, have been six in number. In five of these cases I have recovered penalties to the extent of 90*l.* sterling; the particulars of each having been specially reported to your Excellency, as also to the Commissioners of Emigration, I do not conceive it necessary to enter more fully into them, than by stating the heads of the charges, and the decision of the magistrates, with the amount of penalties awarded; viz. barque "John Francis," from Cork, for issuing unwholesome provisions; master fined 20*l.* sterling. Brig "Mary Ann," from Bideford, for evasion of the 3d section of the Imperial Act; master fined 15*l.* sterling; the master, however, absconded and the penalty was not recovered. Brig "Coxon," from Cork, for evasion of the 25th clause; master fined 20*s.* sterling. Barque "Florence," from Plymouth, for neglecting to issue the proper allowance of water according to law; master fined 5*l.* Barque "Constitution," from Belfast, for issuing unwholesome bread, and not serving out the proper allowance of water; master fined two penalties of 25*l.* each, 50*l.* The barque "Champlain," from Baltimore, was prosecuted for issuing bad and unwholesome biscuit; the magistrates, however, dismissed the case, as the evidence for the defence satisfied them that the master, who had used every precaution to procure good bread, had been imposed upon by his baker. The collector of customs at this port caused the master of the barque "Jane Duffus," from Glasgow, to be fined in the penalty of 40*l.* for having an excess of eight passengers over his complement. This is the first penalty which has been imposed under the new Act, at this port, for this offence; and I have no doubt that it will have the desired effect of putting a stop to an evil which, under the former law, was of frequent occurrence.

The season of 1843 was the first in which the new Passenger Act has been in operation. It is satisfactory to find that the cases of infringement have been few; and I have every reason to hope, that it being now so generally and extensively known among the masters in this trade that the provisions of this Act will be strictly adhered to in every instance, and the result of all the prosecutions entered during the past season having been in favour of the Crown, that the number of complaints of this kind will be greatly diminished for the future.

The care with which the Act has been framed seems to have secured a provision against all attempts to impose on the emigrant; and there can arise few cases in which the recourse afforded by it will prove insufficient. I cannot, however, refrain from alluding to the case of the "Mary Ann," from Bideford, reported to your Excellency in my letter to the Chief Secretary, of the 28th July last, enclosing the report of the Crown officer who conducted the prosecution, a copy of which will be seen at Paper No. 11, page 22, of the Appendix.

The facility with which the penalty imposed in this case was evaded, by the withdrawal of the master, would appear to require amendment in the Act; for it appears a hardship hat an action should hold good only against the master, who, in many instances, is not the guilty party, and which appears to have been the case in this particular instance. The master, acting, in the majority of cases, as the servant of the owner of the vessel, cannot consistently refuse to comply with the orders he may receive. It would seem, therefore, that the penalty should, in the first instance, as in the case now, be recoverable from the master; but, in the event of his withdrawal, the ship should be held responsible.

The number of emigrants who have been aided in their emigration by their landlords or parish authorities is, in proportion to the emigration, greater than that of last year.

In Paper No. 7, page 13, of the Appendix, I have endeavoured to set forth the number assisted from each country. From England, the numbers were 914; Ireland, 360; and Scotland, 1,051. Of those from England, 659 were sent out under the superintendence of the Poor Law Commissioners, and were well and amply provided for; and received the usual landing money, under the superintendence of this department; the remaining 255 received partial assistance from their respective parishes, paid to them previously to their leaving home, to enable them to emigrate. These were generally industrious tradesmen and agriculturists, with large families, who, from want of employment, were induced to emigrate. Their means, however, were barely sufficient to enable them to reach this port; and they all required assistance from this office, to enable them to proceed to their respective destinations.

The few emigrants from Ireland all landed very poor. The assistance given them, so far as I could ascertain, was a free passage, and 5*s.* each, to assist in providing provisions. They, with few exceptions, required relief on their landing here, to enable them to proceed to their friends. They were chiefly from the county of Kilkenny. The Scotch emigrants, with the exception of 36, who were aided in their emigration by his Grace the Duke of Sutherland, were from the ports of Glasgow and Greenock, and were all members of emigration societies. It appears that 28 societies were established during the early part of this year, in Glasgow and its suburbs, comprising in all 3,354 persons; of this number only 1,015 were enabled to emigrate, owing to the limited state of their funds; and a balance of 70*l.* sterling was remitted to this department by the committee in Glasgow, to be applied in

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aid of their transport into the interior of the province, to their friends. This sum, amounting to 84 *l.* currency, was applied as the committee requested; but owing to the extreme poverty of these people, and no suitable employment being to be had for them, either in this or the Montreal district, I was under the necessity of forwarding them, at the expense of this office, to the Bathurst, Midland, Home, Gore, and London districts, and some as far westward as Goderich. The expenditure on their account has necessarily been very heavy, and may be stated at between 600 *l.* and 700 *l.* These parties had all large families, whom it was impossible to provide for otherwise than by enabling them to join their friends and relations. They all appear anxious and willing to work, and were a moral, industrious class, who will no doubt, in a short time, become valuable settlers.

In Paper No. 6 of the Appendix will be found a statement of the distribution of the emigrants during the past season, compiled from the monthly reports received from Mr. Hawke, the chief agent in Canada West, and the other local agents of this department. Six-sevenths of the emigration appear to have settled in Canada West. The number of emigrants arrived from the United States was, at Kingston, 1,146; at Cobourg and Port Hope, 92; and at Hamilton, 248. No return has been received from Toronto, but the number may be estimated at 300; this does not include the number who have come in at different other points for employment on the public works, which Mr. Hawke estimates on the whole at from 3,000 to 4,000.

The number who have proceeded to the United States this season I should state at under 2,000; few have gone there unless with the intention of joining their relations, who have in many instances sent them the means of emigrating; so that I estimate the addition to our colonial population, during this year, at fully 22,000 souls.

The remarkable feature in the immigration of the past year has been the very large proportion which have come out to their relations. I estimate it at full three-fourths of the whole. This is, as I have had occasion to state to your Excellency, a most fortunate circumstance; for had these persons landed here total strangers, without friends, or a destination in view, serious distress must have occurred among them, from the difficulty of procuring work. A return received from the superintendent of the sheds in Montreal, shows that 220 women, with their children, numbering together 854 persons, applied to, and were aided at that agency, to proceed to join their husbands in different sections of the province.

The public works have absorbed but few emigrants this year, and they continue to be more than supplied by the influx of labourers from the neighbouring states, who, as I stated in my Report of last year, owing to their being habituated to this description of work, invariably receive the preference from the contractors. Wages on the different public works have ranged from 2 *s.* to 2 *s.* 6 *d.* per day, without board; but owing to a strike and combination among the workmen, they were, for a short time, raised to 3 *s.* per day.

Labourers in this city are at present working for 1 *s.* 3 *d.*, and handy axe-men in the ship-yards only receive from 1 *s.* 8 *d.* to 2 *s.* per day, without board.

The expenditure of this department, in the direct relief and assistance of destitute immigrants, from the commencement of the past season, up to the 30th November, may be stated at 6,717 *l.* 17 *s.* 10 *d.*, under the following heads: viz. transport, 5,387 *l.* 19 *s.* 9 *d.*; provisions, 636 *l.* 19 *s.*; medical relief, 692 *l.* 19 *s.* 1 *d.* currency.

In the early part of the season it was found necessary to erect additional buildings at the immigrant establishment of Montreal: this, with sundry repairs to the old buildings, amounted to 226 *l.* 1 *s.* 11 *d.* The charge for agencies in both sections of the province, for the same period, has been 1,330 *l.* 2 *s.* 7 *d.* The entire expenditure of the department, therefore, has amounted to the sum of 8,274 *l.* 2 *s.* 4 *d.*, Halifax currency. The funds received to meet this expenditure have been derived from the emigrant tax collected at the ports of Montreal and Quebec, amounting to 4,251 *l.* 19 *s.* 2 *d.*; the imperial vote, and the balance from last season, 4,492 *l.* 16 *s.*; total 8,736 *l.* 6 *s.* 10 *d.*, Halifax currency.

Many circumstances during the past season have affected unfavourably the situation of the arriving immigrants; and the claims for relief from this department have been proportionably more numerous than in the preceding year. From my monthly reports, and from those received from the different agencies, copies of which have been from time to time transmitted to your Excellency, it is shown that a number, equal to 4,032 adults, were forwarded from this agency, chiefly to Montreal; 5,469 were provided with passages from Montreal to Bytown and Kingston; 4,275 were assisted in proceeding from Bytown upwards, either by the Rideau navigation or the Ottawa; 5,093 were forwarded from Kingston to different ports on Lakes Ontario and Erie; 1,684 have been assisted at Toronto, and 730 at the Hamilton agency, making a total of 21,283 adults who were aided by this department with the means of progress towards their respective ultimate destinations. Of this number 851 received medical treatment, besides a considerable number relieved with provisions. The number of deaths which occurred at the different agencies throughout the province in the course of the season was 49.

A considerable increase in the rates of inland transport has taken place in the past year, more particularly between Montreal and Kingston, the advance on that route being equal to

to 60 per cent. This has tended materially to increase the expenditure under this head at the Montreal agency; and owing to an agreement among the steam-boat proprietors on the route from hence to Montreal, the rate for the passage by steamers between these places was fixed at 5 *s.* each adult, while last year the emigrant was conveyed for 1 *s.* 3 *d.* This has, in proportion to last season, thrown on this agency a much larger number of claims than would otherwise have been presented, and increased also the proportionate expenditure involved in their relief. Owing to these numerous and heavy demands on the funds at the disposal of the department, it was found necessary to close several of the agencies in the western section of the province at a date much earlier than usual. Mr. Hawke consequently closed the Cobourg and Port-Hope agency on the 15th August, that of Hamilton on the 31st, and Bytown on the 30th September; conceiving that it was better to deprive settlers of supervision and information, than to withhold from newly arrived immigrants food, transport, or medical attendance.

Table No. 8, of the Appendix, furnishes the usual tabular statement of the length of passages from the United Kingdom during the past season, the average of which was 44½ days.

Paper No. 9, furnishes a return of the trades and callings of the male adult emigration of the past season. This table I have been enabled to compile, owing to the improvement which has taken place in the manner of making up the passenger lists. From it will be seen that the proportion of mechanics and tradesmen is about one-eighth of the whole.

From a return received of the arrivals at New York, during the past season, it appears that the emigration to that port has decreased as much, in proportion, as that to this colony. Up to the 1st December, the number of arrivals from the United Kingdom was 25,876, against 51,800 who were reported last year; and the emigration, during the same period, is estimated at 15,000 persons, 3,000 of whom are supposed to have returned with the intention of bringing out their families in the spring. The extreme lowness of the charge for a homeward passage from the port of New York, and the facilities which are afforded by the numerous packet ships, sailing regularly at stated periods, encourage the return to Great Britain of a large proportion of the emigrants who meet with disappointment in their removal to the United States. They permit also the return of many heads of families who leave the mother country, in the first instance, as pioneers. The passage from New York to Liverpool has been, and continues, at the low rate of 10 dollars, inclusive of supplies, and seven dollars without them.

In the weekly reports which have been transmitted to your Excellency, throughout the season, I have had occasion to notice the condition and immediate prospects of the immigrants as they arrived in the country. The beneficial operation of the new Passenger Act has been apparent in the diminished proportion of disease and mortality on the passage from Europe, as well as in the total absence of cases of privation. The state of poverty, however, in which so many of the immigrants landed, could not fail to involve them in some difficulties, and perhaps distress, even under the most attentive superintendence and assistance. It has been fortunate that every article of subsistence has borne an extremely low price, and that there has existed everywhere an abundance of all the necessaries of life. These circumstances have precluded the possibility of destitution to any considerable extent, among the recent immigration, and may have permitted opportunities of favourable settlement, in the new districts, to many even of the poorest families.

The existence of a surplus of labour, as compared with the demand, has for some time past offered great discouragement to all immigrants depending on immediate employment for their support. The public works have been constantly supplied with experienced labourers, and have consequently offered no openings for the employment of those recently arrived by this route. There has been also a decreasing demand for agricultural servants in the rural districts. The farmers, of all classes, deterred by the low prices borne by their produce, and the doubtful prospects of future markets, have been disposed to diminish the scale of their operations, and avoid liability to be called upon for money payments. In almost every line of employment the amount of labour sought for has been lessened. A progressive reduction of the wages of every class of operatives has been necessarily experienced; and although from the cheapness with which their wants may be supplied, mechanics and labourers of experience and character, who remain in steady employment, may find their resources but little diminished, the result following such a change is much more detrimental to the immigrant, whose employment must be casual, and whose situation necessarily precludes the best economy and management of his means.

Had the number of families depending on early employment, compared with the aggregate immigration of the year, not been very much less than in former seasons, there must have arisen great difficulty in their distribution and maintenance. There has been amongst the labourers on some of the public works occasional distress, arising from interruption in their employment. These persons, as I have already mentioned, however, do not come within the class to which the attention of the department is principally directed. Indeed their knowledge of the country relieves them from many disadvantages to which the entire stranger may be subjected.

The information which I have from the several districts of the province leads me to feel confident that, under every unfavourable circumstance existing, there is no extensive dis-

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tress amongst the recent immigrants; and the certain, although perhaps slow, approach that the country is making towards the establishment of just relations amongst its various interests, encourages the hope of an early return of favourable prospects for all classes of the population. The general depreciation which affects agricultural produce deters the established settler from extending his "improvements," by means of hired labour; but on the other hand, it permits the labourer to undertake settlement on waste land with smaller resources, and offers him comparative facilities in his subsequent progress. Though the wages of the latter, therefore, remain less in amount than they have been in former years, it will not necessarily follow that he is to be confined for a longer period to his dependent occupation. I venture to anticipate, on the contrary, that the prospects of relief which industrious and frugal immigrants have formerly seen, in their removal to this country, will remain still open to them; and that, if occasional revulsions and temporory difficulties are not to be wholly prevented, the province may yet anticipate continued means to maintain the natural internal movement, by which the labourer of energy and moderate intelligence has always, hitherto, been advanced to the condition of an independent settler.

In this favourable view of the probable future state of the province I am entirely borne out by Mr. Hawke, chief agent for the western section, whose Report on this subject, copy of which will be found in Appendix, Paper No. 12, has been already transmitted to your Excellency.

Mr. Hawke's experience, and his immediate connexion with that portion of the province, enable him to offer an undoubtedly accurate view of its condition and prospects; and his observations are well worthy the attentive consideration of all persons proposing to emigrate to this colony.

In the conduct of the business of the department in my charge, I have constantly kept in view the necessity of a strict economy. This has been practised as well in the arrangement under which immigrants generally receive superintendence and advice, as in the distribution, to those who require it, of the assistance that I am empowered to afford. In performing these duties, also, the chief agent for the western section of the province, and the local agents at the several points, have made every exertion to keep the expenditure as low as possible. The nature of the direct relief afforded, however, and the manner in which the funds raised under the Provincial Act are required to be appropriated, in some measure tend to increase rather than to diminish the proportion which the claims for assistance bear to the annual immigration. I cannot fail to perceive that the aid afforded by the department in the inland transport of persons unpossessed of the means themselves to defray its expense, is, in many instances, counted on by the emigrant previously to his departure from Europe; and particularly, that persons already in the province, and acquainted with the liberality of the Government in this respect, transmit to their families or friends sums sufficient only to defray their passages to this port, instructing them that on arrival they are to practise deception, and through it obtain what may be necessary for their further progress. I trust the experience and assiduity of the officers of the department are sufficient to protect it from extensive injury in this manner; but I may adduce these facts, as discouraging the expectation that the proportionate extent of the claims to which it is subject will be diminished for the future.

A circumstance also connected with this subject may be alluded to as threatening increased proportionate expense of transport. In the course of the season I had occasion to bring to your Excellency's knowledge the enhanced charges made by the forwarding establishments at Montreal. Since that time, the competition has been even further lessened; and the result may be an advance upon the last established rates. If such should take place, a material difference in the amount of expenditure under this head must be found in a future season of equally extensive immigration.

Your Excellency's caution, that the disbursments of the department should be, on no account, permitted to exceed its resources, was strictly attended to. The comparative early closing of some of the inland agencies, and some other measures of restriction on the outlay, succeeded in confining it to the legal amount; and the financial statements which are furnished in the former part of this Report, show that a balance will remain unappropriated, on the discharge of all the liabilities incurred to the close of the year. The smallness of the amount unexpended, however, will suggest to your Excellency, that had the season presented an immigration at all correspondent to that of the previous year, the appropriation of the Imperial Parliament, in aid of the Provincial Emigrant Fund, must have proved insufficient completely to effect the object to which it is directed; and that a want of funds at the disposal of the Emigrant department would have permitted much distress.

The circumstances under which the province is now placed, in reference to its means of advantageously employing a large immigration of the poorer classes, are certainly far from favourable; and it may be expected that the contraction of the field for labour has become well known in Great Britain and Ireland. I am aware, also, that the remittances made through the banks and other channels of communication, by settlers in this country, to their connexions at home, to enable them to emigrate, are diminished greatly in their amount. On the other hand, the causes which tend to produce in the classes of mechanics, manufacturing operatives, and labourers, of Great Britain and Ireland, the disposition to emigrate

emigrate continue to a great extent unremoved; and there is no appearance of a reduction in the facilities which a large commercial fleet in want of outward freight always offers for their removal to this country. Unless, therefore, peculiar temporary circumstances should occur at the season when the bulk of the emigration leaves the British ports, there would not appear to be proper ground for anticipating that the province will fail to receive its generally large proportion, or that the condition of the immigrants will be such as to relieve the funds of the Emigrant department from numerous and expensive claims.

The facilities which the province offers to persons possessing the capital requisite for their establishment as settlers, independently of all casual resources, are very ample in every district. Waste land is obtainable from the Crown, the land companies, and private individuals, for moderate prices. In the case of purchase from the Crown the amount is required to be paid in hand; but in all other instances very easy terms of payment are permitted. The Canada, and the British American land companies, indeed, have extended their openings to settlers so far as to afford lands without the receipt in hand of any part of their price. The former grants leases of lots in the Huron tract, for the term of 12 years, the rent being 5*d.* per acre for the first year, and increasing in the ratio of about two-fifths per annum for the subsequent period, at the expiration of which a deed in fee-simple is granted to the purchaser without further payment. The latter disposes of waste land at the price of about 8*s.* sterling per acre, payable by four annual instalments; the first being due only at the end of 10 years from the date of purchase, and the interest simply being in the meantime required of the purchaser. These terms appear likely to facilitate, very materially, the settlement of the poorest families who seek this object. Indeed, the great numbers who have taken advantage of the terms offered by the land companies, in both parts of the province, show that there exist no longer material obstacles to the acquisition of land; and that if this had been the only point of difficulty hitherto encountered, the attainment of independent circumstances, by every class of our immigrants who possess industry, energy, and thrift, must be henceforth fully permitted.

In concluding this Report, in which I have endeavoured to comprehend a review of every point of interest connected with the department that is intrusted to my superintendence, I have to trust that it may receive your Excellency's favourable consideration.

I have, &c.

(signed) *A. C. Buchanan*, Chief Agent.

APPENDIX.

No. 1.

WEEKLY ARRIVALS of EMIGRANTS at *Quebec* and *Montreal*, during the Year 1843, specifying the Number of Adults, Males and Females; also the Male and Female Children under Fourteen and Seven, as well as the Number of VOLUNTARY EMIGRANTS, and those that received Parochial Aid.—(In this Return the Deaths on the Voyage and in Hospital are deducted.)

WEEK ENDING.	Adults.		Under 14 Years.		Under 7 Years.		Parochial Aid.	Voluntary.	TOTAL each Week.
	M.	F.	M.	F.	M.	F.			
From 26 April to 13 May	195	135	33	34	34	38	- -	469	469
May 20 - -	245	163	71	50	58	55	80	562	642
— 27 - -	1,906	1,382	377	334	405	388	392	4,400	4,792
June 10 - -	636	472	114	105	126	132	75	1,510	1,585
— 17 - -	135	86	56	42	37	35	254	137	391
— 24 - -	725	672	181	173	180	177	679	1,429	2,108
July 1 - -	1,023	877	174	198	173	184	12	2,617	2,629
— 8 - -	351	268	61	79	80	76	173	742	915
— 15 - -	572	461	98	101	96	117	4	1,441	1,445
— 29 - -	383	293	82	74	67	91	76	914	990
August 5 - -	285	223	73	58	65	59	139	624	763
— 12 - -	268	162	41	42	60	65	192	446	638
— 19 - -	237	245	72	64	78	71	17	750	767
Sept. 2 - -	201	182	54	40	38	53	12	556	568
— 16 - -	194	155	38	46	48	47	36	492	528
— 23 - -	175	195	44	38	57	60	- -	569	569
— 30 - -	194	157	42	48	57	63	171	390	561
Oct. 14 - -	125	129	40	35	23	25	7	370	377
Nov. 4 - -	51	59	24	18	16	19	6	181	187
	7,901	6,316	1,675	1,579	1,698	1,755	2,325	18,599	20,924

Cabin Passengers - - - - 803

TOTAL - - 21,727

Emigrant Department
Quebec, 30 December, 1843.

A. C. Buchanan, Chief Agent.

No. 2.

RETURN of the NUMBER of EMIGRANTS Embarked, with the Number of Deaths and Births during the Voyage, and in Quarantine, showing the Total Number landed in the Colony, distinguishing Males from Females, and Adults from Children; with the Number of Vessels and Average Passage of these carrying over 12 Adult Steerage Passengers.

—	Number of Ships.	Average Passage.	Number Embarked.						Number of Deaths during the Voyage and in Quarantine.					
			Adults.		Under 14 Yrs.		Under 7 Yrs.		Adults.		Under 14 Yrs.		Under 7 Yrs.	
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
From 26th April to the 31st July.	185	43½	6,108	4,772	1,228	1,182	1,268	1,300	9	11	1	3	24	18
From 1st August to the 4th Nov.	94	47½	1,623	1,417	403	367	435	452	4	1	–	–	9	–
From the Lower Ports.	–	–	183	139	45	33	19	11	–	–	–	–	–	–
	279	45½	7,914	6,328	1,676	1,582	1,722	1,763	13	12	1	3	33	18

—	Number of Births.		Total Landed in the Colony.						TOTAL.	
			Adults.		Under 14 Years.		Under 7 Years.			
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
From 26 April to 31 July -	7	5	6,099	4,761	1,227	1,179	1,251	1,287	8,577	7,227
From 1 Aug. to the 4 Nov.	2	5	1,619	1,416	403	367	428	457	2,450	2,240
From the Lower Ports -	–	–	183	139	45	33	19	11	247	183
	9	10	7,901	6,316	1,675	1,579	1,698	1,755	11,274	9,650

Deaths in Hospital - - 26
On the Voyage - - 54

TOTAL Deaths - 80

Number Steerage - 20,924
Ditto Cabin - - 803

TOTAL - - - 21,727

Emigrant Department,
Quebec, 30 December 1843.

A. C. Buchanan, Chief Agent.

No. 3.

NAMES of PORTS from which EMIGRANTS came during the Years 1842 and 1843.

ENGLAND.	1842:	1843:
Aberystwith	197	25
Bristol	535	125
Bideford	142	340
Bridgewater	98	9
Cowes	258	—
Fowey	233	63
Falmouth	195	17
Gloucester	94	87
Hull	578	739
Hartlepool	- -	11
London	1,035	1,069
Liverpool	5,823	2,312
Lancaster	32	—
Lynn	- -	14
Mary Port	- -	12
Newcastle	1	18
Newport	- -	8
Padstow	1,173	279
Plymouth	1,207	758
Poole	13	20
Penzance	7	5
Portsmouth	- -	2
Scarborough	39	27
Stockton	101	58
St. Ives	90	—
Southampton	- -	26
Swansea	4	—
Truro	- -	7
Weymouth	- -	22
Yarmouth	24	76
Steerage	11,879	6,129
Jersey	- -	14
Cabin passengers	312	356
TOTAL	12,191	6,499

IRELAND.	1842:	1843:
Ballyshannon	34	113
Baltimore	198	88
Belfast	4,636	3,130
Bantry	- -	20
Cork	1,875	417
Donegal	871	302
Dublin	2,081	953
Galway	409	78
Killala	392	494
Larne	277	—
Limerick	4,021	840
Londonderry	2,200	1,126
Newport	424	—
New Ross	653	164
Newry	1,547	389
Sligo	2,897	866
Tralee	498	131
Westport	898	140
Wexford	244	15
Waterford	1,291	320
Youghal	24	47
Steerage	25,470	9,633
Cabin passengers	62	95
TOTAL	25,532	9,728

SCOTLAND.	1842:	1843:
Annan	- -	37
Aberdeen	495	300
Alloa	27	3
Berwick	33	—
Banff	- -	32
Carmarthen	25	—
Dundee	164	413
Glasgow	3,797	3,074
Grangemouth	3	—
Greenock	546	590
Kirkaldy	- -	2
Leith	150	126
Montrose	- -	13
Stornoway	192	—
Skye, Isle of	13	—
Thurso	442	128
Steerage	5,887	4,718
Cabin passengers	208	228
TOTAL	6,095	5,006

LOWER PORTS:	1842:	1843:
New Brunswick, Miramichi, and ports in the Gulf of St. Lawrence	524	430
Cabin passengers	32	64
TOTAL	556	494

Emigrant Department, Quebec, 30 Dec. 1843.

A. C. Buchanan, Chief Agent.

No. 4.

COMPARATIVE STATEMENT of the NUMBER of EMIGRANTS arrived at *Quebec* since the Year 1829, inclusive.

Places of Departure.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.
England and Wales	3,565	6,799	10,343	17,481	5,198	6,799	3,067	12,188
Ireland	9,614	18,300	34,133	28,204	12,013	19,206	7,108	12,590
Scotland	2,643	2,450	5,354	5,500	4,196	4,591	2,127	2,224
New Brunswick and Nova Scotia, and ports in the River St. Lawrence	123	451	424	546	345	339	225	235
Continental ports	- -	- -	- -	15	- -	- -	- -	485
	15,945	28,000	50,254	51,746	21,752	30,935	12,527	27,772

Places of Departure.	1837.	1838.	1839.	1840.	1841.	1842.	1843.	TOTAL.
England and Wales	5,580	990	1,586	4,567	5,970	12,191	6,499	102,823
Ireland	14,538	1,456	5,113	16,291	18,317	25,532	9,728	232,143
Scotland	1,509	547	485	1,144	3,559	6,095	5,006	47,430
New Brunswick and Nova Scotia, and ports in the River St. Lawrence	274	273	255	232	240	556	494	5,012
Continental ports	- -	- -	- -	- -	- -	- -	- -	500
	21,901	3,266	7,439	22,234	28,086	44,374	21,727	387,908

Emigrant Department, Quebec, 30 Dec. 1843.

A. C. Buchanan, Chief Agent.

No. 5.

RETURN of the NUMBER of EMIGRANTS admitted at the Quarantine and Marine Hospitals, from 1st May to the close of the Navigation 1843.

	Quarantine Hospital.			Marine Hospital.		
	Admitted.	Discharged.	Died.	Admitted.	Discharged.	Died.
Men - - - -	55	52	3	65	63	2
Women - - -	63	59	4	59	54	5
Children - - -	127	115	12	12	12	—
	245	226	19	136	129	7

Emigrant Department,
Quebec, 30 December 1843.

A. C. Buchanan,
Chief Agent.

No. 6.

DISTRIBUTION of EMIGRANTS arrived at *Quebec* in the Year 1843, as near as can be ascertained.

CANADA EAST.		
City and District of Quebec - - - - - - - - - - -	200	
District of Three Rivers and St. Francis, including the Eastern Townships -	400	
City and District of Montreal, including Beauharnois, St. Andrews, and Grenville - - - - - - - - - - - - -	600	
		1,200
CANADA WEST.		
Ottawa and Bathurst Districts, and along the line of the Rideau Canal, including Bytown - - - - - - - - - - - - -	1,530	
The Eastern and Johnston Districts, and along the route of the St. Lawrence - - - - - - - - - - - - - -	860	
The Midland, Victoria, and Prince Edward's Island Districts, and up the Bay of Quinte, and in the vicinity of Kingston - - - - - - -	1,685	
Landed at Cobourg, Port Hope, Windsor, Darlington, and settled in the Newcastle District - - - - - - - - - - -	1,539	
Landed at Toronto, and settled in the Home and Gore Districts - - -	7,500	
Niagara District, including St. Catherine's, and along the Welland Canal -	2,000	
The Huron Tract and in the London District - - - - - - -	1,800	
Went to New Brunswick and Prince Edward's Island, and to ports of the Gulf of the St. Lawrence - - - - - - - - - -	150	
Supposed to have gone to the United States - - - - - -	1,800	
Returned to the United Kingdom - - - - - - - - -	200	
Distribution unknown - - - - - - - - - - -	660	
		19,724
TOTAL - - -		20,924

Emigrant Department,
Quebec, 30 December 1843.

A. C. Buchanan,
Chief Agent.

No. 7.

NUMBER of PAUPERS and Others who received the Means to Emigrate during the Year 1843.

VESSELS' NAMES.	WHERE FROM.	DATE of ARRIVAL.	ENGLAND.		IRELAND.	SCOTLAND.
			Poor Law Commissioners.	Parish and Private Funds.	Landlords and Private Funds.	Societies and other Funds.
Belle	Padstow	19 May	—	76	—	—
Industry	Penzance	—	—	4	—	—
Governor	Limerick	23 May	—	—	9	—
Resource	London	—	89	—	—	—
Perseverance	Dublin	26 May	—	—	131	—
Sisters	London	—	163	—	—	—
Ann	New Ross	8 June	—	—	20	—
Brilliant	Glasgow	9 June	—	—	—	47
St. Ann	Bideford	—	—	8	—	—
Jane Duffis	Glasgow	16 June	—	—	—	254
Bona Dea	Glasgow	23 June	—	—	—	445
Industry	Dublin	—	—	—	83	—
Romulus	Greenock	24 June	—	—	—	151
Fergus	Hull	28 June	—	12	—	—
Toronto	London	5 July	173	—	—	—
Coolock	Dublin	11 July	—	—	4	—
New Brunswick	Hull	20 July	—	10	—	—
Mary Campbell	Liverpool	—	—	66	—	—
Tay	Greenock	2 August	—	—	—	118
Florence	Plymouth	3 August	—	21	—	—
Burrell	London	9 August	120	—	—	—
Clyde	Liverpool	—	—	16	—	—
Baltic	Yarmouth	11 August	56	—	—	—
Lady of the Lake	Liverpool	19 August	—	17	—	—
Royal Adelaide	Fowey	22 August	—	12	—	—
George	Lacklaxford	7 Sept.	—	—	—	36
Amazon	London	24 Sept.	58	—	—	—
Henry	Dublin	—	—	—	113	—
Pearl	London	9 Oct.	—	7	—	—
Arab	Bideford	25 Oct.	—	6	—	—
			659	255	360	1,051

TOTAL - - - 2,325

Emigrant Department, Quebec, 30 December 1843.

A. C. Buchanan, Chief Agent.

No. 8.

ABSTRACT of AVERAGE LENGTH of PASSAGES made by Vessels with Emigrants, carrying over 12 Adult Steerage Passengers from the United Kingdom to *Quebec*, during the Year 1843.

	Number of Vessels.	Shortest Passage.	Longest Passage.	Average Passage.
March 29 to 31	1	28	28	28
April - 1 to 15	39	27	50	39
„ 16 to 30	34	27	55	34 ¾
May - 1 to 15	32	28	67	45 ¾
„ 16 to 31	20	33	83	48 ½
June - 1 to 15	12	37	88	52 ½
„ 16 to 30	6	37	55	48
July - 1 to 15	7	37	49	43
„ 16 to 31	11	35	68	54
August 1 to 15	7	34	71	49 ¾
„ 16 to 31	10	38	57	46
	179			

Average, 44 ½ days.

Emigrant Department, Quebec, 30 December 1843.

A. C. Buchanan, Chief Agent.

No. 9.

RETURN of the TRADES or CALLINGS of IMMIGRANTS who arrived at the Ports of *Quebec* and *Montreal*, during the Season 1843.

Blacksmiths	126	Millwrights	19
Bricklayers and Stonemasons	68	Miners	20
Bakers	30	Moulders	4
Butchers	24	Plasterers	10
Bookbinders	7	Painters	27
Boot and Shoemakers	107	Papermakers	3
Blockmakers	4	Plumbers	7
Braziers	6	Printers	4
Cabinetmakers	33	Quarrymen	24
Carpenters and Joiners	196	Sawyers	15
Coopers	20	Shipbuilders	8
Coachmakers	11	Saddlers	12
Cartmakers	16	Surveyors	2
Chairmakers	4	Servants (Male)	85
Curriers	3	Tailors	79
Dyers	4	Turners	6
Engineers	9	Tin-smiths	9
Farmers and Farm-labourers	2,320	Watchmakers	4
Gardeners	12	Wheelwrights	18
Hatters	6		
Labourers (common)	4,515		
Millers	24	TOTAL	7,901

Emigrant Department, Quebec, 30 December 1843.

A. C. Buchanan, Chief Agent.

No. 10.

EXTRACTS from the several WEEKLY REPORTS made to the Governor-General by the Chief Agent for Emigrants at *Quebec*.

WEEK ending 13th May 1843.

THE emigrants arrived to this date, have all landed in excellent health. They consist of farmers, mechanics, and a few labourers, and with the exception of a few poor families in the "Borneo," from Limerick, and "Aberdeen," from Liverpool, are in good circumstances. Over three-fourths have emigrated for the purpose of joining their friends, settled in the different sections of the province, the others are principally mechanics in search of employment.

The above vessels have all had very favourable passages, the average length being only 29 days.

WEEK ending 20th May.

THE emigrants arrived during the past week, have all landed in excellent health. They are chiefly English, and with the exception of a few families in the "Bell," from Padstow, and "Ireland," from Gloucester, all were able to pay their way. They consist of farmers and mechanics, and nearly all have their friends settled in different sections of the province. Among the passengers per the "Bell," from Padstow, were eight families, amounting to 60 persons, who were aided to emigrate by the parishes of St. Columb Major, St. Evil, and St. Mervin; two families received 20*l.* sterling, one 15*l.*, one 8*l.*, three 6*l.*, and one 5*l.*, to aid them in preparing for their voyage, and towards paying their passage and providing food. One other family was assisted out of charitable funds to the extent of 4*l.* They are going to join their friends in the township of Whitby. These families had expended their means, and landed here destitute, not one of them being able to pay their passage even as far as Montreal. The heads of three of the families were stone masons, and one a joiner; but no immediate employment for them offering here, and all having large families, I furnished them with a free passage to Montreal.

It is much to be regretted, that in thus enabling these poor families to emigrate, the system now so generally in use among the English parishes, who send out their poor to this country, was not adopted, viz., providing them, on landing here, with the means of a few days' support, or enabling them to prosecute their journey into the interior, and thus relieving them from a state of immediate dependence on charity on their first landing.

All the Irish emigrants have relations settled in the province, a considerable number remain in this district, and a few are going to the eastern townships.

WEEK ending 27th May.

Four thousand eight hundred steerage, and 106 cabin passengers landed at this port, during the past week, all in good health. The vessels have all made remarkably fine passages, the average being only 38 days. They have also been well supplied with provisions; and not a single complaint has been made to this office. The emigrants consist of the usual proportion of farmers, labourers, and mechanics. Many of the former class are in comfortable circumstances, and intend settling in the western section of the province.

The emigrants from the ports of Bristol, Plymouth, Hull, and Aberdeen, are generally of the better class, and all are able to defray their own expenses. The greater part of them have friends and relations settled in the western section of the Province, where they intend to settle. The passengers from the ports of Cork, Limerick, Newry, and Dublin are principally of the labouring class, and many of them very poor. Twenty families, numbering 131 persons, were aided by their landlords to emigrate, and came out in the "Perseverance" from Dublin. They were furnished with a free passage and 5*s.* each, to aid them in procuring provisions. They all landed here penniless, and were forwarded by this department to their friends, who chiefly reside at St. Catharine's, Upper Canada.

In the "Resource" and "Sisters," from London and Portsmouth, were 359 passengers, 252 of whom were sent out under the sanction of the Poor Law Commissioners. They were well provided for during the voyage, and were forwarded to Montreal at ship's expense, and received the usual landing money, 20*s.* sterling each adult, to enable them to proceed to their respective destinations.

In the barque "Elutheria," from Glasgow, were a number of poor Scotch families, members of the Emigration Society. They had all secured their passage to Montreal in the vessel, and have friends in the Bathurst, Huron, and Gore districts. There are also a few farmers among them, with good means.

Employment has been very abundant in this neighbourhood during this last 10 days, and will likely continue so for a few weeks longer. Labourers readily obtain from 3*s.* 6*d.* to 4*s.* per day about the coves, and on board ships; but this will only last during the present busy period, caused by the arrival of so many vessels. The demand for labour in the rural districts is by no means abundant, and the rates of wages among the farmers range from 2*s.* to 2*s.* 6*d.*, without board. Among the cabin passengers arrived during the past week, are several highly respectable families, who intend to settle in the eastern townships. The total number of persons forwarded this season to Montreal from this agency, at Government expense, is 120 men, 187 women, and 254 children under 12 years, at a cost of about 50*l.* currency.

WEEK ending 10th June.

THE emigrants who have arrived here since the 28th instant, consist chiefly of labourers and farmers, more than three-fourths of whom are coming out to join their friends. All these vessels have had fine passages, the average being 37 days; and the passengers have landed in good health.

One hundred and seventy-one passengers were brought up in the schooner "President," from the wreck of the ship "Tom Moore," of Belfast. This vessel was lost on the 24th May, on White Island Reef; the passengers were saved, but lost the greater part of their luggage. Captain Milligan was fortunately able to engage this schooner to bring them up to Quebec; and, owing to the distressed condition in which many of these poor people landed, I had to extend assistance to 92, to enable them to join their friends.

The passengers per "Gazelle," from Donegal, consist of labourers, and a few tradesmen. A large number of her passengers are very poor; and assistance was given to 97, to enable them to proceed to their friends in Canada West.

The passengers per "Amazon," from Hull, are respectable agricultural labourers; the chief part are proceeding to Canada West, and a few to the neighbourhood of Montreal; only one family of six persons require assistance.

One hundred and twenty-three passengers in the "John Francis," from Cork, are labourers, and were able to pay their way, with the exception of 17, who were provided with a free passage to Montreal. The emigrants by the Lavinia, from Stockton, are all in good circumstances, and intend settling in Canada West. Two hundred and five passengers in the "Envoy," from Londonderry, are farmers and labourers; among them are some respectable families who have capital, and intend settling in the western part of the province; but many of the others are poor; 48 souls from this vessel were assisted to proceed up the country to their friends. The passengers per "Ann," from New Ross, are poor; they have friends settled in the Ottawa and Bathurst district. In the "Brilliant," from Glasgow are 10 families, 47 souls, who were aided to emigrate by their landlords, from Johnson Village, near Glasgow. They were all supplied during the voyage, and proceeded to Montreal in the vessel. They intend settling in the Gore and Wellington districts, and have been strongly recommended to this department as moral and industrious people. The remaining passengers by this vessel are also hardworking labourers, but all very poor, and depending on immediate employment for their support. They are desirous of proceeding to Canada West.

In the "St. Ann," from Bideford, are some respectable farmers and farm labourers, who, with the exception of four families, were all able to pay their way; they are going to the Huron and Newcastle districts to friends. A few go to Ohio and Illinois. The passengers from Dublin and Galway are labourers, with a few tradesmen. Those in the "Naparima" are generally in good circumstances. About 30 of those from Galway required assistance to enable them to proceed up the country.

Week ending 17th June.

The emigrants arrived during the past week have all landed in good health. Those by the "Jennie Deans" and "Mahaica" consist of farmers and mechanics, the greater part of whom have friends in the country. They proceeded to Montreal in the vessel.

In the "Jane Duffis," from Glasgow, were 254 passengers, members of the four emigration societies, viz. Parkhead, Cumlachie, Hamilton, and Gavan, all from the city and neighbourhood of Glasgow. They have been enabled to emigrate by the assistance received from private individuals, and from funds raised by public subscription. They consist of 50 families and six single men, all weavers; and as far as I have been able to learn, there is not a family among them with means sufficient to take them as far as Montreal. Over two-thirds are women and children; and as no possible chance of procuring them employment in this section of the province at present exists, I have forwarded the whole party to Montreal, and instructed the agent there to give them every assistance to reach their respective destinations, more particularly those who have friends in the country. Their destination is as follows: two families, 12 in number, to the neighbourhood of Montreal; 11 ditto, 52 persons, to Toronto; 18 ditto, 91 persons, to Hamilton; and four families, 25 persons, wish to go as far as Goderich.

This vessel was fined by the collector of customs 40*l.* for having an excess of eight passengers over her complement, according to her superficial measurement.

In the brig "Mary Ann," from Bideford, were 22 passengers, chiefly farmers. This vessel landed 60 of her passengers at Charlotte Town, Prince Edward's Island. The master has incurred the penalties of the Imperial Act, in not having her deck or platform constructed according to law; and I have lodged the necessary information in the hands of the Crown officer for prosecution, of which, when closed, a separate report will be forwarded for the information of his Excellency.

I regret to have to report that, from the accounts I have received from the western section of the province, the demand for labourers is very scarce, and mechanics also find great difficulty in obtaining employment. Numbers of labourers, and the higher description of mechanics, have returned here (after having proceeded as high as Toronto), in hopes of procuring employment, or, if their means admit of it, of returning home. There is no means of ascertaining the numbers who return, with any degree of correctness; but I I should estimate them, to this date, at from 75 to 100; and many more would go, but they have not the funds.

The following is an extract from a report received from Mr. Hawke, a few days since:—"We have succeeded in distributing the emigrants so far without any difficulty; fortunately three-fourths of them have friends in the section of the province to which they are bound. This section of the province never held out less encouragement to labouring emigrants than at present."

Week ending 24th June.

Two thousand one hundred and fourteen emigrants arrived here during the past week, (all Irish and Scotch), and landed in good health. The average passage of the week was 43 days.

In the brig "Pomonia," from Dublin, were a few respectable families, who are proceeding to join their friends in Canada West. The passengers per "Oberon" and "Creole," from Londonderry, 525 in number, are chiefly farmers and labourers; and nearly all have friends settled in different sections of the province, principally in the Bathurst, Midland, Newcastle, and Home districts. Sixty-two passengers from these two vessels required assistance to proceed upwards, the remainder went on at their own expense.

On board the barque "Blonde," from Glasgow, and "R. Stewart," from Greenock, were some respectable Scotch farmers and mechanics, in good circumstances. They are proceeding to join their friends in Dalhousie and Bathurst districts; and others go to the Newcastle, Home, and London districts; about 20 disembarked at this port, bound to their friends in Leeds and Inverness.

One hundred and fourteen passengers per the "Nerio," from Limerick, are principally labourers, and a few mechanics. One family is going to Albany, the remainder to the neighbourhood of Bytown, Kingston, Toronto, and the London district. One hundred and forty-six passengers per the "Warrior," from Killala, are labourers, and many of them very poor; from 10 to 12 intend to go to the United States, the remainder to different parts of the upper province. Forty persons by this vessel were provided with a free passage to their friends.

The passengers per "Dromahair" from Sligo, 144 in number, landed in good health; they are all labourers, and, with the exception of a few families who are desirous of going to St. John's, New Brunswick, are going to Canada West. Thirty-eight of the passengers were forwarded on their route by this department. In the "Bona Dea" and "Romulus" were 596 passengers from Glasgow, part of 18 emigration societies founded in that city during

during the past winter. They are in connexion with a party of emigrants who arrived here this spring in the "Jane Duffis," "Brilliant," and "Elutheria," numbering in all about 900 passengers. The surplus fund, after defraying their expense to this port, amounting to 70 *l.* sterling, was remitted to this office to aid their transport into the interior. These people are represented to me (which is fully confirmed by their appearance) as intelligent and industrious, although all very poor. A large number of them have friends settled in different sections of the province; viz. in the Bathurst, Gore, and London districts. As no employment exists in this section of the province, I forwarded all those with families, at the expense of this department, to their friends. The draft for 70 *l.* sterling, equal to 84 *l.* currency, has been applied towards this purpose.

The passengers per "Industry," from Dublin, are all labourers; 15 families, 83 souls, were sent out by their landlord. He paid their passage and gave them 5 *s.* each to procure clothes and necessaries for the voyage. Many of these poor families were in the lowest state of poverty, without money or provisions; and a large portion of them consisted of old women and children, unable to earn a livelihood, even if employment were offered to them. They stated that they had friends residing in the neighbourhood of St. Catherine's, Niagara district. These people were all forwarded at the expense of this office.

Week ending 1st July.

The emigrants arrived during the past week are chiefly from Ireland. Of 1,008 male adults, 390 are farmers, 463 labourers, 139 mechanics and tradesmen, and the remainder, 16, are servants. They all landed in good health; and the average passage for the week was 49 days. The emigrants from the port of Sligo, 492 in number, are chiefly labourers, many very poor. They nearly all have friends settled in different sections of the province. Over two-thirds of the passengers by this vessel are women, and children under 12 years. I was under the necessity of assisting 170 of them with a passage up the country to reach their friends.

The passengers per "Elizabeth," from Londonderry, 173 in number, consist of farmers and labourers who, with few exceptions, appear to have friends settled in different sections of the province. A number of them are very poor; 38 persons, chiefly women and children, were assisted from this office.

In the "Independence" and "Letitia Heyn" were 726 passengers; among whom were some respectable farmers and farm-labourers. The greater portion have their friends in the country, to whom they are about to proceed. There are also a considerable number of poor on board these two ships; and I found on examination, that 160 on board the former, and 90 in the latter vessel, stood in need of relief. These were all persons with families, who were going to join their husbands.

In the "Margaret Bogle," from Leith, and "Lady Kennard," from Dundee, were a small number of rather respectable and intelligent emigrants; they consist of farmers and mechanics, and all appear to have sufficient means to pay their way to their respective destinations in Canada West. One hundred and twenty-eight passengers per the brig "Symmetry," from Thurso, are in good circumstances; four families, 18 persons, are going to Prince Edward's Island and Pictou, the remainder to different sections of Canada West, principally to the Newcastle and Home districts. There were some very respectable farmers on board the barque "Fergus," from Hull; these people were all abundantly supplied, and a few of them possessed considerable capital; they all proceeded up the country. Some are going to the London and Western districts to join their relations.

The passengers per the "Ann," from Donegal, the "Constitution," and "Hannah," from Killala, 347 in number, are principally labourers, and a few farmers; they are all proceeding to the Upper Province, to friends. About 106 passengers from these three vessels required assistance to enable them to proceed.

The passengers from Liverpool, 256 in number, consist of English, Scotch, Welsh, and a few Irish; they are principally agricultural labourers, and are proceeding to different sections of the province. A few are going to friends in the United States.

Employment, I regret to state, is very scarce in this section of the province; and the emigrants who have not a destination in view, or friends in the country before them, find great difficulty in procuring subsistence. Wages for labourers in this quarter may be stated at 2 *s.*, although, if employment offered, plenty of hands could be got at from 20*d.* to 22*d.* per day. The farmers throughout this district and the eastern townships are not employing any hands. The prices of all farm stock and produce are so low that they cannot afford to pay hired labourers; it therefore may be considered a fortunate circumstance that such a decrease in our emigration has taken place this season, more particularly of the poor classes, who are depending on immediate employment for their support. Mechanics, such as blacksmiths, carpenters, tailors, and shoemakers, find it equally difficult with the labourer to procure employment.

Week ending 8th July.

The emigrants arrived during the past week landed in good health, the average passages of the week being over 48 days. Those on board the "Thompson," from Westport, are chiefly labourers, and many of them very poor; out of 140 passengers on board this vessel, 64 required assistance to enable them to proceed to their friends; one family is going to the state of New York. Three hundred and fifty-five passengers in the "Arabian," from

Belfast, landed in good health, and were well supplied during the voyage. From 20 to 30 families on board this vessel have brought out capital, varying from 30 *l.* to 100 *l.* each; they intend settling on lands in Canada West. Many of the other families being very poor, and unable to proceed to their friends, 127 were aided to reach Montreal, and seven to Port St. Francis.

One hundred and seventy-three of the passengers in the "Toronto," from London, were sent out under the sanction of the Poor Law Commissioners. They were well supplied during the voyage, and received their landing-money, 20*s.* sterling each adult, and a free passage to Montreal, at ship's expense; their route is to the western section of the province.

The emigrants on board the "Albion," also from London, are agricultural labourers and farmers; they appear in good circumstances, and are all proceeding to different sections of Canada West.

In the brig "Hero," from Tralee, were 121 passengers, all healthy, but in appearance they are the poorest party of emigrants landed here this season. They all have friends in different sections of the province, but were without the means of proceeding from this port. I was consequently under the necessity of forwarding upwards of 100 of them to their friends.

Week ending 15th July.

The emigrants arrived during the past week are about two-thirds labourers; the remainder are farmers and mechanics. Their health has in general been very good, and the average length of passage 49 days.

The passengers per "John and Robert," from Belfast, 266 in number, are nearly all of the labouring class, and, with few exceptions, have friends in the country; they are proceeding principally to Canada West. A large number of these people were very poor, and 107 persons were assisted with a free passage to enable them to join their friends.

The passengers per "Coolock," from Dublin, 128 in number, consist of 10 farmers and 36 labourers, and are all proceeding up the country; 27 persons by this vessel were forwarded to Montreal. The passengers per "Carricks," from Sligo, are all labourers, and have emigrated to join friends. Three families, 15 in number, are going to New York, the remainder to different parts of Upper Canada. They are very poor, and 60 persons required assistance to enable them to proceed from this place.

One hundred and twenty-four passengers per "Chieftain," from Liverpool, are mostly farmers, all landing in good health. They are proceeding to Canada West.

The emigrants per "California and Hamilton," from Glasgow, 557 in number, consist of farmers and labourers; 32 of the passengers by the former vessel were detained at Grosse Isle from the effects of measles. Three deaths occurred on the passage, one adult and two children. They are all apparently in good circumstances, and able to pay their way to their respective destinations.

The passengers per "Champlain," from Baltimore, had a long and tedious passage of 67 days; they all, however, landed in good health. A large number of her passengers being very poor, about 40 were assisted with a passage to Montreal.

Employment in this neighbourhood and Montreal continues scarce, and the newly-arrived emigrants have great difficulty in procuring work.

Week ending 29th July.

The emigrants arrived since the 16th instant have all landed in good health. These vessels have all had long passages, the average being 50 days. The passengers generally are in good circumstances, with the exception of some families in the "Mary Campbell and Dauntless," from Liverpool. In the former vessel were 12 families, numbering 66 persons, who were assisted to emigrate. They were provided with a passage and a small sum of money to assist in procuring provisions; and all required assistance on landing here to enable them to reach their friends. The passengers per "Dauntless" were 58 days on their passage; about 80 of them landed here very poor, and were forwarded to their friends in different sections of the province.

The passengers per "Menapia," from Glasgow, are labourers, farmers, and about 12 mechanics. They all proceeded to Montreal in the vessel, on their route to different sectons of Canada West.

Employment of all kinds continues scarce; the hay harvest, which has now commenced, has caused labourers to be a little more in demand than during the past week.

Week ending 5th August.

The emigrants arrived during the past week have all landed in excellent health, notwithstanding the length of passage, the average being 53 days. Those by the "Ellergill," from Hull, were 65 days out; all however, landed in good health, and proceeded to Montreal in the vessel, on their route to join their friends in Canada West.

The "Huron," from Belfast, with 226 passengers, arrived here after a passage of 57 days. One death occurred at sea, a child of seven years. The majority of the passengers by this vessel consist of the better class of agricultural labourers, and all appear to have friends in different sections of the province. Two young men are going to New Brunswick, and a few othersto the United States; and were all able to pay their way, with the exception of seven families, numbering 37 persons, who were assisted from this office.

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The emigrants per "Tay," Captain Langwell, 327 in number, all landed in excellent health, after a passage of 48 days. The cleanliness, good order, and excellent arrangements on board this vessel, entitle the master to great praise; and his passengers, all speak of his attention to their wants in the highest terms. There were a number of respectable families with capital among the passengers, who are proceeding to settle in Canada West. Sixteen families were assisted to emigrate by Neill Malcolm, esq., and were amply provided for during the voyage; they were all forwarded to Montreal at the ship's expense, on their route to the western part of the province.

In the barque "Florence," Richard Croaker, master, from Plymouth, were 119 passengers, all in good health and circumstances, with the exception of three families, 21 persons, who were assisted to emigrate by their parish. The passengers by this vessel complained that they were only allowed two quarts of water during the greater part of the passage, and that on several occasions the water issued to them was very unfit for use. On inquiry, I found this statement fully confirmed by the whole of the passengers, and consequently instructed the Crown officer to enter proceedings against the master for the infringement of the Passenger Act, which being fully proved he was fined in the penalty of 5 *l.* sterling, with costs, for neglecting to issue the proper allowance of water according to law. The evidence as to the quality of the water was not considered by the magistrates sufficient. I have also to state, that no issue of provisions whatever took place to the passengers on board this vessel during the voyage; and that many of them having run short were obliged to purchase from their fellow passengers and from the captain.

They having, however, stated in evidence that their contract was to find their own provisions, and that they did not apply to the master for any issue, the magistrates refused to entertain this charge. This vessel was 59 days on her passage; and it appeared in the evidence taken, which was also admitted by the master, that no inspection of the passengers' provisions whatever took place at Plymouth, and that they understood that five weeks' supply would be sufficient. On inquiry, I found that not an individual among them appeared to be aware that such a law as the Passenger Act existed.

Week ending 12th August.

The average passage of the emigrant vessels arrived during the past week is 58 days. The passengers have landed in good health, over four-fifths of whom are emigrating to join friends.

In the barque "Burrell" were 120 passengers, and in the Baltic from Yarmouth 56, who were sent out under the superintendence of the Poor Law Commissioners. They were well supplied, and each adult received 20 *s.* sterling on landing here.

In the "Clyde," from Liverpool, were three families, assisted to emigrate by their landlord, Mr. Charles Ffrench, from his estate in Ireland.

The passengers per the "Acadia," from Liverpool, and "Victory," from Hull, are generally in good circumstances. A number of young men in the latter vessel are proceeding to the United States to their friends. Number of persons assisted this week to proceed to their friends, 58.

Week ending 19th August.

The average length of passage of the vessels arrived during the past week has been 43 days; and the passengers have landed in good health. Over four-fifths of them have come out to join their friends in different sections of the province, and about 50 are going to their relations in the United States. There are a few families in the "Borneo" and "Lady of the Lake" who have brought out considerable capital with them: they intend settling in the Home district. The "Borneo," Captain O'Donnell, has made her second voyage this season from Limerick. A large portion of her passengers are very poor, and many of them will require assistance to enable them to reach their friends.

Employment in this neighbourhood and about Montreal continues very scarce, the supply of resident labour being fully equal to the demand; and the day labourer's wages range from 2 *s.* to 2 *s.* 6 *d.* without board. Owing to the opposition among the steam-boat proprietors, the steerage passage to Montreal has been reduced from 5 *s.* to 2 *s.* 6 *d.* during the past week, and will most likely continue so for the remainder of the season. This has enabled a considerable number to proceed at their own expense, who could not otherwise have done so. I have only found it necessary to grant free passages to 46 persons.

Week ending 2d September.

The emigrants arrived during the past week are chiefly persons emigrating to join their friends already settled in different sections of the province.

In the "Victoria," from Belfast, are a few respectable farmers, who have brought out capital with them; but the great majority of them are very poor, and require assistance to enable them to reach their friends. From 15 to 20 are going to the United States, a few will remain in this district, and the remainder to Canada West.

Passengers per "Royal Adelaide," are proceeding to friends in Whitby and Darlington, and three young men to New York. Three families, 12 in number, were assisted to emigrate by their landlord, Mr. Rosly, from his estate in Cornwall. Owing to the agreement that they should furnish their own provisions, no issue was made to them by the master, according to 6th clause of the Imperial Act; and as an unfavourable decision has already been given

given by the magistrates on the construction of this clause, proceedings were not entered against him, more particularly as no complaints were made, and they having a surplus stock on landing.

The "John Bell," from New Ross, and "China," from Limerick, have made their second voyage this season. The passengers by them, 45 in number, are all able to pay their way. They are going to the neighbourhood of Bytown and Toronto.

Passengers, per "Favourite," from Greenock are respectable farmers, and a few labourers, coming out to join their friends. They all proceeded to Montreal in the vessel, on their route to Canada West.

Week ending 16th September.

The emigrants arrived since the 2d instant are chiefly farmers and labourers, and all have emigrated to join their friends. They have landed generally in good health, notwithstanding their long passages, the average of which is 52 days.

The ship "George," from Dundee, sailed from that port on the 11th June, and called at Cromarty, Thurso, and Locklaxford, for passengers. She afterwards put into Pictou, and there landed 95. Some of these people were from 12 to 13 weeks on board, and complained much of the detention they experienced, owing to the vessel calling at so many ports, which they state they were not aware of when they engaged their passage. They were also detained some days at Pictou, owing to the sickness among the passengers, and arrived here the 88th day from Dundee. The greater portion of them are poor, and notwithstanding the low rate of passage from this to Montreal (2*s.* 6*d.* each adult), 43 required to be forwarded at the expense of this department. Six families, 36 persons, were assisted to emigrate; they are proceeding to Zorra, London district, to their friends, but are destitute of means, and unable to reach their destination without assistance.

The passengers per the "Hebe," from Liverpool, 117 in number, were 43 days on their passage; they are principally labourers, and a few mechanics who are proceeding to their friends in Canada West. Thirty-eight passengers per this vessel were forwarded to Montreal by this office. The emigrants per "Hector" and "Caledonia," from Glasgow, are respectable people. In the latter vessel they are chiefly women with families coming out to join their husbands. They are all proceeding to Canada West. Twenty-one passengers per "Medina," from Waterford, are proceeding to their friends in the neighbourhood of Montreal and Kingston, one poor woman going to Halifax to her husband.

The demand for labour has improved during the last fortnight; and it is gratifying to report that there are no emigrants, either at this or the Montreal agency, at present out of employment. The agent at Bytown reports, that from 100 to 150 labourers will obtain employment on the public works on the Ottawa river.

Week ending 23d September.

The emigrants arrived during the past week have all landed in good health. They consist of farmers and agricultural labourers. There are also among them a large number of women and children, who are coming out to join their husbands. These latter descriptions of persons are all very poor, and in almost every instance require assistance to enable them to reach their friends. These vessels have all made long passages, varying from 40 to 68 days, the average being 50 days.

In consequence of the complaints made by the passengers on board the "Constitution," from Belfast, that they did not receive the proper allowance of water, and that the bread issued by the ship was so bad that they could not eat it, I, on inquiry, finding these complaints fully confirmed by the whole of the passengers, took the necessary proceedings against the master, and the sitting magistrates fined him in two penalties of 25 *l.* sterling, with costs, which was duly paid. They also complained that the broker with whom they engaged their passage, Messrs. Shaw & Co., promised, and in fact it was stated on their tickets, that the ship's allowance would be 3½ lbs. of biscuit and 3½ lbs. of flour or oatmeal per week; and that consequently many of them only furnished a few other necessaries for their voyage, depending on the ship supplying these articles to the extent stated in their tickets. They, however, found after they had sailed, that neither flour nor oatmeal was on board; and that the biscuit issued to them was unfit to eat, being blue-mouldy and rotten. This vessel was 50 days on her passage, and during the latter part of her voyage many of the passengers were reduced to eating the biscuit issued, and a few who had means, were under the necessity of purchasing from the captain, pork and other ship's stores.

The passengers from Aberdeen, in the "Brilliant," are highly respectable farmers, and bring out considerable capital with them; they are proceeding to settle in Canada West. The passengers per "Belle" and "Clio," from Padstow, are agricultural labourers, and are proceeding to join their friends in the Newcastle and Home districts.

One hundred and eighty passengers in the "Sophia," from Liverpool, have had a long passage of 68 days. They all landed in good health. They are principally Scotch and Irish, many of them very poor. They are all proceeding to different sections of Canada West, to their friends. Fourteen families require assistance to enable them to proceed from this. They are mostly women and children, coming out to join their friends.

Week ending 30 September.

The emigrants arrived during the past week have all landed in good health, notwithstanding their long passages, the average of which is over 51 days. They are also emigrating to join their friends in different sections of the province.

In the "Amazon," from London, there are 83 steerage and 19 cabin passengers. Of the former, 58 were sent out under the sanction of the Poor Law Commissioners. They received their landing-money here, and were forwarded to Montreal at the ship's expense. Several of the cabin passengers have brought out capital with them, and intend settling in the Eastern Townships.

The passengers per "Henry," from Dublin, 116 in number, are principally women and children. They are all extremely poor, and have been provided with a free passage by their landlord, Butler Clarke, Esq., to this port. They are proceeding to the Home, Gore, and Niagara districts, to friends. Sixteen passengers per "Unicorn," from Cork, all require assistance to enable them to proceed. They consist of four families, women and children, coming out to join their husbands. The remainder of the passengers arrived this week are of the better class, and all appear to have sufficient means to enable them to reach their respective destinations. The emigration during the remainder of the season will be very limited. All the vessels reported to this office have arrived, with the exception of one, the "John and Robert," with 41 passengers, from Belfast.

Week ending 14 October.

The emigration for the present season may now be considered closed. Those who have arrived since the 1st instant consist of farmers, labourers, and a few mechanics; and all have emigrated to join their relations and friends, settled in different sections of the province. They have all landed in good health. Average length of passage has been 47 days.

The passengers in the "John and Robert" are a part of the unfortunate emigrants who embarked from the Western Isles in the ship "Catherine," in the month of May, and after being five weeks at sea, put into Belfast in distress. They were there transhipped on board this vessel. Captain M'Kechney landed 200 at Ship Harbour, in the Gut of Canso, and brought the remainder, 22, on to this port. These people are all destitute, and were forwarded to their friends at the expense of this department. Total number of persons assisted this month is 63.

No. 11.

EXTRACT of a Communication on the subject of the Prosecution of the Brig "Mary Ann," from Bideford, dated Government Emigration Office, Quebec, 28 July 1843.

Sir,

I have the honour to report, for the information of his Excellency the Governor-general, the particulars and result of the proceedings adopted by me against the master of the brig "Mary Ann," from Bideford, in consequence of information received from the Colonial Land and Emigration Commissioners, a copy of which I enclose for your information. No. 11 *a*.

Having ascertained, on my boarding this vessel, that the facts reported to the Emigration Commissioners by the officer of customs at Bideford were correct, I immediately placed the necessary information in the hands of A. W. Cochran, Esq. for prosecution.

The case was fully proved to the satisfaction of the sitting magistrates, and a penalty of 15*l.* sterling, with costs, was awarded against the master. He, it would appear, fearing the result of the trial, withdrew himself, and is supposed to have left the province. I herewith enclose you a copy of the report on this case, received from Mr. Cochran, and I trust the suggestions therein contained may meet with the approval of his Excellency, in order to prevent a recurrence of so flagrant a violation of the Act. No. 11 *b*.

I beg to state that Mr. Thomas Curry, the consignee of this vessel, stated to me a few days previous to the trial, that in the event of judgment being given against the master, I might take him for the amount, as he would place another person in charge, and send the vessel home. This, I have no doubt, the master got a hint of, which may have induced him to withdraw, and thus defeat the law.

I have also to report the proceedings adopted by me against Captain Nicholas, of the barque "Champlain," from Baltimore, Ireland. On boarding this vessel, the passengers complained of the quality of the biscuit issued to them by the ship, as being so bad, from blue mould, that they could not eat it. A sample of the bread was produced and examined in presence of the master and owner, and appeared to be of a mixed and inferior quality, and all more or less mouldy and rotten, and unfit for food. Mr. C. Marmion, the owner of the vessel, stated that he bought the bread in Cork, from Mr. G. O'Neile, baker, for 11 *s.* per cwt., and when it was brought on board it was free from mould, and was considered good wholesome bread, and as such was inspected and passed by the officer of customs, and that the same bread was used by the master and crew. I, however, considered it my duty to bring the case before the magistrates, who, on hearing the witness for the defence, dismissed the action, as they did not consider that the blame lay with the captain or owner, who it appears used every precaution to procure good bread, but that they were imposed upon by the baker.

This vessel was 67 days on her passage; and the passengers all stated that the bread was good for a month after they sailed. I feel satisfied that had the regular sitting magistrate presided, I should have obtained a heavy penalty against the master, as the bread, in my opinion, was of an inferior quality to that on board the "John Francis," when the master was fined 20 *l.* I have had the bread examined, and it appears to have been made from old bread or damaged biscuit, ground up and rebaked.

I have also to report that I procured the master of the brig "Coxon," from Cork, to be fined in the mitigated penalty, for having knocked down all his passengers' berthing on the morning of his arrival in port, which compelled them all to land previous to the time they are entitled to remain on board according to law, as all the passengers, with the exception of 12, proceeded on the same day to Montreal. The court awarded a fine of 20 *s.* with costs, and 1 *s.* a head for each of the 12 passengers detained until next day, for subsistence money.

Notwithstanding the decision of the magistrates in the case of the "Champlain," I shall conceive it my duty to take proceedings in every similar case of infringement of the Act which may come under my notice. Trusting that the proceedings which I have considered it my duty to adopt will meet with the approval of his Excellency,

I have, &c.

To Rawson W. Rawson, Esq. &c. &c. &c.

(signed) *A. C. Buchanan,* Chief Agent.

No. 11 *a.*

EXTRACT of a COMMUNICATION from the Colonial Land and Emigration Commissioners, dated 3d May 1843.

I AM directed by the Colonial Land and Emigration Commissioners to inform you that they have received intelligence from the officers of the customs at Bideford that the ship "Mary Ann," 179 tons, Saunders, master, has not cleared out from that port, although she had 82 passengers on board. Her destination is, first, Prince Edward's Island, and thence Quebec; and she sailed under an ordinary clearance on the 19th April last. The parties connected with her have effected this invasion of the Passenger Act by alleging that they had only 27 steerage passengers, and giving to the remaining 55 the name of cabin passengers, who, as you are aware, are exempt from the Act.

This vessel would not have been allowed to clear out under the Act, not being of sufficient height between decks; and the following is an extract from the report of the officers of customs on the proceedings of the owner, in regard to this and another vessel, which he has dispatched with passengers:—"A few days ago, however, we found that he had divided the space between decks in two of his vessels by a bulkhead about midships, and that the after half of each was intended for cabin passengers, the only difference being that a few strips of cheap paper were pasted up thereon, and, as we are informed, a small increase of passage-money exacted."

No. 11 *b.*

Sir, Quebec, 14 July 1843.

I HAND you herewith the memoranda furnished from the office of the clerk of the peace of the costs incurred on the prosecution instituted by you against Captain Saunders, of the brig Mary Ann, amounting to 2 *l.* 11 *s.* 4 *d.* currency.

It is much to be regretted that in the case of this vessel the master was enabled to withdraw himself from the effects of the conviction obtained against him, by the improper course (as I view it) adopted by the consignee, Mr. Curry, in forthwith relieving him from the charge of the ship when he heard that the prosecution was about being commenced, and thus enabling him to leave the country and evade justice; the consequence of which has been, that not only has it been impossible to levy the penalty of 15 *l.* sterling, in the whole award against him, but the costs, if paid at all, must be paid from public monies. With respect to the facts of the case, as you were yourself a principal witness in it, and were present at the trial, I need only state briefly that there never was a more clear or flagrant case made out of an attempt to evade the provisions of the Passenger Act, with respect to the manner of laying the floor of passengers' deck or platform, and the height between it and the upper deck, by contrivance of calling 60 out of 82 passengers, cabin-passengers, or second cabin-passengers, merely because the rough and temporary berths amidships, where they were placed, were separated from the steerage, and the seams lined with paper.

The facility with which the law has been defeated by the removal of the captain beyond its reach, appears to suggest the expediency of some amendment of its provisions whenever a revision of the Act may be under consideration. In this the owners of the vessel cannot be reached any more than the captain; for by not clearing out the vessel as having steerage passengers, they evaded giving the bond required by one of the clauses of the Act, to abide any penalties to which the captain might be subjected for infringing the provisions; and yet the owners were the real guilty parties, for it came out in evidence at last, by the captain's statement to you, that he had warned them against the contrivance by which they sought to evade the law. I conceive it would be desirable that the owners or agents of all vessels carrying passengers of any description should be required to give such a bond; and also

also that the process for bringing up the captain to answer for the violation of the law should be by warrant, in the first instance, instead of summons as at present, with power to the magistrates to require security (as would have been the case if the proceedings had been, as under the former Act, in the Admiralty) to answer the condemnations; and that when a condemnation takes place, it should not be allowed to withdraw the captain from its effects by getting another name put upon the register in his room.

I have, &c.

To A. C. Buchanan, &c. &c. (signed) *A. W. Cochran.*

No. 12.

Extract from my Remarks on the Second Edition of a Pamphlet, published by the Commissioners of Emigration for the Information of Emigrants proceeding to British North America.

In 1842, 33,234 immigrants entered Canada West by the St. Lawrence and Rideau, and upwards of 6,000 from the neighbouring States; and I estimate the addition to our population during the current year at 19,000. We shall probably receive a further addition of 500 or 600 more before the navigation closes, making the total number for the two years nearly 60,000. But as a large proportion of them, who came from the United States, were canal labourers, who will probably quit the colony as soon as the public works are completed, I am inclined to estimate the actual number of settlers at 55,000. As I have recently visited all the ports at which emigrant agents are established, as well as different ports of Western Canada, I feel it my duty to submit for his Excellency's information a few remarks as to the present condition of the new settlers, as well as point out the prospects of success, which in my opinion may be fairly held out to such of their fellow-subjects as may contemplate settling in this part of Canada.

I beg also most respectfully to suggest the propriety of submitting my observations to the Emigration Commissioners, for publication.

The 55,000 may be fairly classed as follows; viz.

1st. Settlers having capital.
2d. Skilled labourers, such as mechanics and farm-servants.
3d. Unskilled labourers.

There has been a material decrease in the number of the first class of settlers to Canada of late years. From 1832 to 1837, persons having from 500 *l.* to 2,500 *l.* sterling were comparatively numerous; but their habits too frequently unfitted them for becoming successful farmers. They had also been accustomed to a mode of living which the products of their farms could not sustain, and many either left the province or went into other and more congenial employments. They of course discouraged others of their own class from entering into similar undertakings. But I will venture to say, that there is scarcely an instance, during the same period, of a prudent farmer with an industrious family, and with just sufficient capital to give him a fair start, say from 300 *l.* to 500 *l.*, who has not succeeded, and who does not feel that he has greatly benefited himself and family by his removal to Canada. We have had hundreds of settlers so circumstanced. The prospects of the Canadian farmer are now much better than they were during the period adverted to. Then there was no regular market for agricultural produce; but the recent concessions made by the Imperial Government will no doubt create a steady demand, at remunerating prices, and persons of capital who are practically acquainted with farming can scarcely fail of success. But I should earnestly advise persons of this description who may emigrate to this colony to purchase or rent improved farms. They know how to cultivate land, but they are totally unfitted for clearing it of the forest, and for cultivating it afterwards amidst the stumps and roots of the trees, which continue to encumber it for many years after the land has been what is called cleared. By remaining in the older settlements, they will also place themselves and families within a reasonable distance of places of worship, schools, post-offices, mills, and markets. Farms can be obtained in every district, and upon terms so very reasonable, as to place them within the reach of small capitalists. They principally consist of from 100 to 200 acres each, with from 50 to 75 cleared, and a tolerable good dwelling-house, barn, and shed, and may be purchased at from 250 *l.* to 500 *l.* sterling. An unimpeachable title can be always obtained, as all titles are registered. The owner of such a farm in Canada pays neither tithes nor poor-rates, and his taxes are exceedingly small. The annual assessment on a farm of 150 acres, with from 50 to 75 cleared, dwelling, and out-offices, does not exceed 15 *s.* sterling per annum; and I can add, without fear of contradiction, that he enjoys as much civil and religious liberty, and is as well protected in person and property, as the inhabitant of England or Scotland. Our social condition will, undoubtedly, even to a settler of this description, leave him something to regret; he may, and probably will, miss many things that he has been accustomed to; but if he is satisfied with a plentiful supply of the substantial necessaries of life, and the means of bringing up a family, and of afterwards educating them for trades or professions,—in which with common industry they can scarcely fail of success,—he is almost sure to become a prosperous and respectable member of society. Such a man will find his condition substantially ameliorated by his removal to Canada, and much of that care and anxiety as to the future provision of his family, which press so heavily on persons of his class in more densely peopled countries, dispelled.

 The

The second class, viz. mechanics and farm-servants, also generally do well. Of late years we have had a considerable number of emigrants of this class, both from the United States and the United Kingdom; and wages have been considerably reduced. The rate given in the accompanying sheet, marked Appendix (D.), is substantially correct; but I do not think that the rates would be sustained if an unusual influx of such persons took place. But there are new towns and villages constantly springing up in the less densely settled parts of the province, where they will be sure of profitable employment, if they are sober and industrious. Good farm servants have been always in demand, and the reason why they have been comparatively scarce is, that they generally, after a few years' residence, either save sufficient to purchase land, or to enable them to rent or work farms on shares. Persons belonging to the following trades or callings should bear in mind that, owing to the length and severity of our winters, there is little or no demand for their services from the middle of September to the 1st of April; viz. brickmakers, bricklayers, gardeners, painters, plasterers, quarrymen, and stonemasons. During the winter months they may, if disposed to make themselves generally useful, find employment; but they must not calculate on obtaining a livelihood by their ordinary callings.

I now come to the last class, and I am sorry that I cannot hold out any inducement for them to emigrate to Canada at present. It is generally known, that owing to the almost universal monetary difficulties which have prevailed in the United States, the labourers employed on the public works have been discharged, and that thousands of them have found their way into Canada. The competition has been so great that labourers have been hired as low as 1 *s.* 9 *d.* per day, without board or lodgings, and even this spring hundreds were hired to work on the canals at 2 *s.* Much discontent resulted from so sudden a reduction of wages, and in June last the rate was raised to 2 *s.* 6 *d.* per day, which continues to be the current rate on the public works. Although the rate is somewhat higher in the towns, yet the loss of time, arising from the irregularity of the demand, and the higher price which he pays for board, leaves the labourers who rely upon casual employment in a worse condition than those who obtain constant work at the low rate. In a year or two most of our public works will be completed, and the thousands now employed upon them will be obliged to seek subsistence elsewhere; consequently there is no immediate prospect of improvement. But a glut in the labour market cannot long continue in a country of such boundless fertility and extent, and whose settlements are extending in every direction. It may do so for short periods in the older settlements, but the facility with which able-bodied labourers can get into the interior soon relieves the pressure.

(signed) *A. B. Hawke,*
Chief Emigrant Agent,
Canada West.

Emigrant Office, Kingston,
17 November 1843.

No. 13.

STATEMENT of Emigration Funds, 1842, 1843.

Receipts in 1842:	Currency. £. s. d.	Expenditure in 1842:	Currency. £. s. d.
Tax collected at Quebec and Montreal	8,599 15 10	Balance expended over and above the appropriations for 1841	2,692 15 1
Paid by Commissary-general, being the sum voted by the Imperial Parliament for agency in 1841-2, and applied towards the payment of the excess of expenditure in 1841, under the authority of Lord Stanley's despatch, No. 147, 15th May 1842	1,653 13 9	Balance expended over and above the appropriations for quarantine in 1842	615 18 –¾
		Agency £. 1,574 16 –	
		Buildings at Montreal and Kingston 782 5 11	
		Assistance to emigrants 11,607 7 4	
			13,964 9 3
Paid by Commissary-general, being the sums granted by the Imperial Parliament for assistance to destitute emigrants and agency for 1842	7,908 6 8	Balance due to the military chest on account of advances in 1840	773 – 2
		Balance unexpended	115 13 8¼
£.	18,161 16 3	£.	18,161 16 3

Receipts in 1843:	£. s. d.	Expenditure in 1843:	£. s. d.
Balance brought down	115 13 8¼	Agency £. 1,330 2 7	
Tax collected at Quebec and Montreal	4,251 19 2	Buildings 226 1 11	
Imperial vote for assistance to emigrants in 1843	2,493 – –	Assistance to emigrants 6,717 17 10	
			8,274 2 4
Ditto - - for agency, 1,500*l.* sterling	1,800 – –	Balance unexpended	386 10 6¼
£.	8,660 12 10¼	£.	8,660 12 10¼

No. 14.

REPORT of the Medical Superintendent.

CANADA.

Appendix to Report of the Agent for Emigration.

Sir, Quebec, 8 January 1844.

I have the honour to submit, for the information of his Excellency the Governor-general, the accompanying tabular Return (A.) of emigrants admitted and discharged during the past season, and from the Quarantine Hospital, Grosse Isle, to which is appended a nominal Return (B.) of those who died.

Upon a comparison of this return with those of preceding years, (C.) it will be seen that the average number of sick has not been so great as usual. The two chief causes of disease and death in passenger vessels are overcrowding and a deficiency of wholesome food. From the operation of these two causes the emigrants of this season have to a certain extent been free. It was expected by the parties engaged in the passenger trade that the emigration of this year would have equalled, if not exceeded, that of the year previous; vessels were fitted up accordingly with berthing and water casks for the whole complement of passengers allowed by the Act. Most of these vessels (from Ireland particularly) were obliged to come away with one-half, and some less than one-third of the number for whom preparation had been made. Those who embarked were not, in consequence, exposed to over-crowding, and its attendant evil, imperfect ventilation.

The regulations of the amended passenger law making it imperative upon the owners of passenger vessels to furnish to every emigrant during 70 days an allowance of bread, oatmeal, or potatoes, has been found of the greatest practical benefit. None of those distressing cases of starvation mentioned by me in the former reports, and which proved so fertile a cause of disease and death, have this season come under my observation.

The total number of passenger vessels inspected by me at the quarantine station this season was 203, on board of which were 20,714 passengers. Of this number, 75 died on the voyage, being 0.36 per cent. of the whole. I have added a Return (D.) of the vessels on board of which these deaths took place. Fifteen children were born on the passage out, and one woman died in childbirth.

Fever broke out and prevailed more or less on board of 31 vessels, small-pox on board of seven, measles in three, and scarlatina in one. The emigrants appeared generally of a class similar in circumstances to those of preceding years; the great majority being labourers and servants, of the poorest description, with a few respectable farmers of capital from Yorkshire and Cornwall.

I remarked that the number of passengers from England and Scotland was much greater, in proportion to the total amount, than any previous year; the reason assigned by shipmasters for this falling off in the emigration from Ireland was, not the want of inclination to emigrate, but the impossibility which intending emigrants experienced in raising the small sum required to pay for their passage.

Many of those who did emigrate came out on the credit of friends at home, who made themselves responsible for the repayment of the passage money within 12 months after the arrival of the emigrants in this country. On board of one vessel, the barque "Anne," of New Ross, out of 64 passengers, I was assured by the master that only one family had paid their passage money before leaving, all the others having come out in the manner just described.

With reference to the expenditure incurred this year in the hospital and quarantine establishment generally, I have much pleasure in submitting that, in consequence of the comparative small number of sick treated in hospital, the expense has been less by nearly 600*l.* (or one third), than the year previous.

Currency.

	£.	s.	d.
The total Expenditure in 1842, was	2,284	15	4
Do. do. in 1843	1,686	8	10
Less this year £.	598	6	6

Sterling.

	£.	s.	d.
The sum voted by the Legislature for the expenses of the past year was	1,800	–	–
The actual expenditure has been	1,499	1	2½
Less than the Appropriation £.	300	18	9½

From the expenditure of this season must be deducted a further sum of about 25*l.*, being the value of various hospital stores, and about 30 cords of firewood, which remained at the end of the season, available for next year.

One great item of diminished expenditure has been in the hire of the steam-boat, upon which a saving of 200*l.* alone has been effected by engaging the boat to make but one

trip to the island each week, in place of two, as in former years, and by keeping a small sailing vessel at the station, to communicate with the town when requisite for provisions and supplies, &c. This arrangement has been found to work well, and I have reason to anticipate, from increased competition, that the service of a steamer can be obtained next year for even a less sum than paid this. In the expenditure of this season is included the sum of 118*l.* 2*s.* 6*d.*, being the cost of 50 new iron beds, imported from England this spring; these, with a like number imported the year previous, render the hospital establishment complete in this respect.

I take this occasion to revert to the subject of employing a constabulary or police force for that of the military, as proposed by his Excellency in May last.

With reference to this proposed alteration, I beg respectfully to submit, that after the experience of another season, I am of opinion that the duties hitherto performed by a detatchment of troops of the line may be as efficiently performed, in all seasons when the emigration does not exceed that of the past year, by two chief and four ordinary constables; the two first to have charge of, and reside in the passenger sheds (as the sergeants have hitherto done), the others to act under their orders in preventing communication between the sheds in which emigrants infected with different diseases are washing and purifying; the whole force to be subject to the control of the medical superintendent. The expense of this force would not exceed 20*s.* a day; say,

	£.	s.	d.
Two head constables, at 3*s.* 6*d.* per day - - - - - - - -	-	7	-
Four ordinary do., at 2*s.* 6*d.* per day - - - - - - - -	-	10	-
A ration of 1 lb. of bread and 1 lb. of meat each, at 6*d.* - - - -	-	3	-
£.	1	-	-

The expense hitherto incurred by the military force has, until this season, been 9*s.* per diem; viz. an allowance of 5*s.* to the officer commanding, and 2*s.* a day to two sergeants respectively. Should the proposed change take place, the actual increase of expense will be 11*s.* a day. There will also be an annual saving of expense in repairs of the barracks, and different buildings occupied by the troops, as well as in the firewood cut by them on the island. I am induced to believe that this comparatively small force will be found sufficient to preserve order, and to keep up the necessary separation of the emigrants when on shore. From the present great sobriety of the Roman-catholic Irish (formerly the most turbulent of the emigrants), few of this class have left their country these last two years without taking the temperance pledge before leaving; many have done so from the best of motives, but a great number from a superstitious idea that the medal which they obtain, and wear suspended from their necks, will serve as a charm to avert shipwreck and other dangers of the sea. Another reason why I anticipate no difficulty in carrying on the duty with this reduced force is, my knowledge of the fact, that in all well-ordered passenger vessels it is customary for the emigrants to select from among themselves a committee of 10 or 12 of the most influential of their number, whose orders they obey implicitly. I would propose, should a constabulary force be employed, to request these committees to continue this supervision of their fellow-emigrants when on shore, and to assist the constables when required. With this co-operation I anticipate no difficulty in carrying on the duty efficiently.

I beg respectfully again to bring under the notice of his Excellency the Governor-general the great need that exists for a wharf near the passenger sheds, as I have on former occasions had the honour to submit that it is the only work now required to render this quarantine establishment the most complete of any in North America.

I have, &c.

R. W. Rawson, Esq.
&c. &c. &c.

(signed) *G. W. Douglas*, M.D.
Med. Supt.

(A.)

ABSTRACT of Emigrants Admitted, Discharged, and Died at the Quarantine Hospital, from 1st May to 31st October 1843.

DESCRIPTION.	Admitted.	Discharged.	Died.	DISEASES.					
				Fever.	Small-Pox.	Measles.	Scarletina.	Other Diseases.	Total.
Men - - - -	55	52	3	48	6	- -	- -	3	55
Women - - -	63	59	4	53	3	- -	- -	6	63
Children - - -	127	115	12	72	17	35	1	1	127
Total - - -	245	226	19	173	26	35	1	10	245

(signed) *G. M. Douglas*, M.D.
Medical Supt.

(B.)

NOMINAL RETURN of Emigrants who have Died at the Quarantine Hospital from 1st May to 31st October 1843.

No.	NAMES.	VESSEL.	Age.	DISEASE.	ADMITTED.	DIED.
1	Peter Murray	Barque Sir G. Prevost	21	Fever	May 22	June 1
2	Jane Date	„ Dublin	23	Phthisis	— 15	— 19
3	Charles Vance	Brig Governor	18 m°	Fever	— 22	— 27
4	Matthew M'Gorry	Barque Standard	7	ditto	— 26	— 14
5	Mary Rath	„ St. Ann's	44	ditto	June 7	— 17
6	Robert Sympson	„ Oberon	6	ditto	— 18	— 30
7	Mary Egan	„ Dromahair	28	ditto	— 23	July 3
8	Eliza Ray	„ Blonde	16 m°	Fever	— 18	June 23
9	Ellen Conner	„ Nerio	2	ditto	— 21	— 26
10	Mary Gowrie	Ship Bona Dea	6	ditto	— 22	— 23
11	Thomas Blevins	„ Independence	5	ditto	— 23	— 24
12	Mary T. Millar	„ Liverpool	7	Small-pox	— 29	July 7
13	Jane Craig	„ „	7	ditto	— 29	— 2
14	David Gowans	Barque California	3	Measles	July 10	— 22
15	Catharine M'Dougal	„ Ditto	18 m°	ditto	— 10	— 22
16	Mary Quin	„ Hamilton	68	Fever	— 11	— 14
17	John Davidson	„ Robinson	26	Dysentery	— 19	August 5
18	Henry Glass	Ship Victoria	16 m°	Fever	August 19	Sept. 13
19	Mathew Courtney	Barque Anne	30	ditto	June 2	Oct. 8

(signed) *G. M. Douglas*, M. D.
Medical Superintendent.

(C.)

TABLE showing the Number and the Per-centages of Diseases and of Deaths of Emigrants at the Quarantine Hospital, *Grosse Isle*, from 1833 to 1843 inclusive.

YEAR.	Number of Emigrants Arrived.	Number Admitted to Hospital.	Per-centages of Admissions.	Number of Deaths.	Per-centages of Deaths.	DISEASES. Cholera.	Per-centage of Cholera.	Fever.	Per-centage of Fever.	Small-pox.	Per-centage of Small-pox.	Other Diseases.	Per-centage of other Diseases.	TOTAL.
1833	22,062	239	1·08	27	0·12	-	-	159	0·72	34	0·15	46	0·21	239
1834	30,982	844	2·72	264	0·85	290	0·95	404	1·30	12	0·07	138	0·45	844
1835	11,580	126	1·08	10	0·08	-	-	24	0·21	48	0·41	54	0·46	126
1836	27,986	454	1·62	58	0·21	-	-	338	1·21	50	0·18	66	0·24	454
1837	21,984	598	1·87	57	0·18	-	-	481	1·51	104	0·33	13	0·04	598
1838	2,918	65	2·23	6	0·21	-	-	42	1·44	17	0·51	6	0·21	65
1839	7,214	189	2·62	9	0·12	-	-	147	2·04	1	0·01	41	0·57	189
1840	22,065	561	1·54	41	0·19	-	-	485	2·15	60	0·17	16	0·07	561
1841	28,060	290	1·03	38	0·13	-	-	184	0·65	32	0·11	9	0·08	290
1842	44,374	488	1·09	54	0·12	-	-	340	0·76	56	0·12	74	0·16	488
1843	20,714	245	1·18	19	0·09	-	-	173	0·83	26	0·12	46	0·22	245
	239,849	4,099	-	583	-	290	-	2,777	-	440	-	409	-	4,099

(signed) *Geo. M. Douglas*, M. D.
Medical Superintendent.

(D.)

RETURN of DEATHS on board of Emigrant Ships which Arrived at *Grosse Isle*, from 1st May to 31 October 1843.

No.	Name of Ship.	Arrived.	No. Died	Disease.	No.	Name of Ship.	Arrived.	No. Died	Disease.
1	Ship Aberdeen	May 7	1	Small-pox.	26	Ship Liverpool	June 28	3	Small-pox.
2	Brig Governor	" 22	2	Fever.	27	Brig Constitution	" "	2	Infantile disease.
3	Barque Ann	" "	1	ditto.	28	" Marquis of Normanby	" "	2	Fever.
4	" Medina	" "	1	ditto.	29	" Hannah	" "	2	Small-pox.
5	" Sir G. Prevost	" "	3	ditto.	30	Ship Arabian	July 1	1	Fever.
6	Brig Royalist	" 24	2	Infantile disease.	31	" Toronto	" 3	2	ditto.
7	" Thetis	" 25	1	Fever.	32	Barque California	" 10	3	Measles.
8	" Robert Morrow	" "	1	ditto.	33	Ship Hamilton	" 11	3	Scarlatina.
9	Barque Standard	" "	5	Measles.	34	" Chieftain	" "	1	Fever.
10	Brig James Reddin	" "	1	Fever.	35	" Dauntless	" 23	1	ditto.
11	Barque Eleutheria	" "	2	Infantile disease.	36	" Menapia	" 24	1	ditto.
12	Ship Sisters	" "	2	" ditto.	37	Barque Roseberry	" 29	1	Consumption.
13	Brig Gazelle	" 28	1	Fever.	38	Ship Huron	" 30	2	Infantile disease.
14	Barque Brilliant	June 7	1	Childbirth.	39	Barque Burrell	Aug. 8	2	" ditto
15	" Jane Daffers	" 14	1	Infantile disease.	40	" Victory	" 11	1	" ditto.
16	" Oberon	" 18	1	" ditto.	41	" Margaret	" 12	1	Fever.
17	Schooner Nerio	" 21	1	Measles.	42	" Victoria	" 19	1	ditto.
18	Brig Warrior	" "	1	ditto.	43	Brig Favorite	" 28	1	From a fall into the hold.
19	Barque Bona Dea	" 22	1	Fever.					
20	" Industry	" 23	1	Infantile Disease.	44	Ship George	Sept. 5	2	Fever.
21	Brig Romulus	" "	1	Fever.	45	" Spermaceti	" 22	1	ditto.
22	Barque Independence	" "	4	Small-pox.	46	Brig Henry	" 23	1	ditto.
23	" Corinthian	" "	1	Infantile disease.	47	Ship Jane Black	" "	1	Small-pox.
24	" Industry	" 28	1	" ditto.	48	Barque Sir J. Falstaff	" 27	1	Paralysis (a seaman).
25	" Letitia Hope	" "	1	" ditto.	49	" Apollo	Oct. 8	1	Croup.

(signed) *G. M. Douglas*, M. D.
Medical Superintendent.

— No. 2. —

(No. 191.)

No. 2.
Lord Stanley to
Sir C. T. Metcalfe,
29 March 1844.

COPY of a DESPATCH from Lord *Stanley* to the Right honourable Sir *C. T. Metcalfe*, Bart. G. C. B.

Sir, Downing-street, 29 March 1844.

I HAVE to acknowledge the receipt of your Despatch (No. 199) of the 20th ultimo, transmitting the Report of the Chief Agent of Emigration for the past year.

I confine myself on this occasion to the question regarding the pecuniary assistance which it will be proper to give to Canada from the funds of this country towards the relief of sick and destitute emigrants arriving in the province, and shall reserve for another opportunity such remarks as I may find it necessary to offer upon the report made by Mr. Buchanan of the emigration of the past season.

It appears that the emigration to Canada during the last year was less, by 51 per cent., than in the preceding year, while the estimate having been framed on the assumption that it would continue the same, was intended to provide against the demands for assistance of double the number of emigrants that actually arrived.

On examining the return of the expenditure in assistance during the past year, I perceive that, although the number of emigrants for whom provision was made has

No. 2.
Lord Stanley to Sir C. T. Metcalfe, 29 March 1844.

has diminished one-half, the sum expended has been equal to the vote, the balance being only 27 *l.*, and that the number of cases in which assistance has been afforded, amounted to 21,283, being larger than the whole number of emigrants that arrived in the colony.

For this increased expenditure in proportion to the number of emigrants, the agent-general assigns two reasons; first, an increased demand for assistance in consequence of the representations of settlers to their friends, that on their arrival they should practice deception, and thus be conveyed west at the expense of the Government; and secondly, the additional charges now made by the forwarding establishments at Montreal. But it seems to me by no means improbable that this increased expense may be explained by supposing that the same emigrants who were relieved at Quebec received assistance at Montreal and Kingston, and were thus assisted two or three times on their journey up the country.

The observations made by the agent-general as to the ill effects of the pecuniary assistance given to persons representing themselves to be without the means of defraying the expense of their inland journey are very important, and show the tendency of such assistance to prevent proper provision being made by individuals for the wants of the emigrants on their arrival.

I do not on that account consider it necessary to withdraw the proportionate contribution which has hitherto been made from Imperial funds towards this object; adverting, however, to the great probable decrease upon the number of emigrants which was estimated for last year, the vote for that assistance may, I consider, with propriety be reduced this year to 2,000 *l.* I have therefore given directions for placing upon the estimate for the service of emigration for the year 1844–5, the sum of 2,000 *l.* in aid of the provincial tax upon emigrants, and 1,500 *l.* for agency.

I have, &c.

(signed) *Stanley.*

— No 3. —

(No. 47.)

No. 3.
Sir C. T. Metcalfe to Lord Stanley, 12 March 1484.

COPY of a DESPATCH from the Right honourable Sir *C. T. Metcalfe*, Bart. G. C. B. to Lord *Stanley.*

Government House, Kingston,
12 March 1844.

My Lord,

I HAVE the honour to submit copy of the Annual Report for December 1843, received on the 4th instant from Mr. Allison, Agent of Emigration at Montreal, which does not appear to require any remarks from me, in addition to those offered in transmitting the Report of the Chief Agent on the 20th ultimo.

I have, &c.

(signed) *C. T. Metcalfe.*

TO His Excellency the Right honourable Sir *Charles Theophilus Metcalfe*, Baronet, G. C. B. &c. &c. &c.

Government Emigration Office, Montreal,
31 January 1844.

I HAVE now the honour of submitting to your Excellency my Annual Report, as Government Emigration Agent at Montreal, for the year 1843.

The first arrival of immigrants at this port was on the 7th May; and the first barge having immigrant passengers on board for the western part of the province, left here on the 15th of May.

Shortly after the commencement of the season I removed to the small office at the emigrant sheds on St. Ann's Common, in compliance with the commands of your Excellency, as communicated to me through the chief agent for emigration at Quebec.

No. 3.
Sir C. T. Metcalfe to Lord Stanley, 12 March 1844.

The number of arrivals at this port by the St. Lawrence during the past season was 20,892, which have been disposed of as stated in Appendix (A.)

The immigration at this port the two last seasons stands thus:

In 1842, gross arrivals - -	42,355	13,060 paupers.
In 1843 - ditto - - -	20,892	7,191 —

	£.	s.	d.
In 1842, the total expenditure was	4,283	4	2
Deduct for erecting a new shed and a new hospital, together with repairs to old buildings	518	10	6
Expense incurred in assisting Immigrants with free passages, provisions, &c. &c. £.	3,764	13	8

	£.	s.	d.	£.	s.	d.
In 1843, the total expenditure was				2,973	4	1
Deduct for building a new shed	170	–	–			
Ditto for coal-tarring and whitewashing ditto	14	–	–			
Ditto repairs done to old sheds	17	–	–			
Ditto board footpaths, opening drains, and nails for the fences	10	7	4			
Insurance on hospital, sheds, and cook-house, until 30th November 1844	6	9	9			
				217	17	1
Expense incurred in assisting Immigrants with free passages, provisions, &c. &c. £.				2,755	7	–

From the above statement it will appear that in 1842 about 30⅝ per cent. of the gross arrivals at this port were utterly destitute, and were forwarded at the expense of Government. In 1843 about 33⅙ per cent. were in a similar condition, and have also been forwarded to their respective destinations at the expense of Government, giving an increase of pauper immigration in 1843 of 2⅓ per cent. over the immigration of 1842. This increase was caused, in part, by a greater number of destitute females; most of them were mothers, with families, proceeding to join their husbands or relatives; and, in part, by the diminished demand for labour in Montreal and vicinity, there being scarcely any public works in progress, which often left me no other means of disposing of paupers than forwarding them to the interior.

I feel confident that had I occupied an office in the city (the office at the sheds being sustained), as in former seasons, I could have saved a considerable portion of the expenditure under notice, by finding employment for destitute females as domestic servants; but my office having been about a mile from the centre of the city, I could do little in disposing of female paupers, by employing them among the citizens.

In 1842, I found employment in Montreal and vicinity for - -	2,084
In 1843, for - - - - - - - - - - -	258

The immigration of 1842 is a little over 50 per cent. greater than that of 1843, but the outlay of 1842 exceeds that of 1843 only about 27 per cent., while the pauper immigration of the two seasons differ only 2⅓ per cent. It may be necessary to explain from what cause this increase of expenditure has arisen.

Besides the causes already alluded to arising from the diminished demand for labour in this vicinity, and the consequent necessity of forwarding indigent immigrants westward, and my being unable to settle many females as domestic servaets, owing to the remoteness of my office, there is one arising out of circumstances over which I had no control, namely, a combination among the forwarding merchants to exact 60 per cent. higher rates of passage the past season; this combination the chief agent, A. C. Buchanan, esq., found it impossible to break up, and was consequently obliged to submit to the higher rates of passage.

When due allowance is made for the advance of prices in forwarding indigent immigrants, and for the other inconveniences to which I was subjected, the ratio of last year's expenditure will be lower than that of 1842.

For the last three years there has been a progressive improvement in the health and cleanliness of immigrants. The amount of disease in 1843 has been less than in former seasons, and the attention of Dr. Bowie, the emigrant physician, has been very punctual and satisfactory. The return for the last season will be found in the Appendix marked (B.).

My

No. 3.
Sir C. T. Metcalfe to Lord Stanley, 12 March 1844.

My correspondence with the different emigrant agents has been marked by a desire, on their part, to promote to the utmost of their efforts the advantages of the service in which they are engaged.

Early in the season about 900 persons from different emigration societies in Glasgow, arrived by the "Elutherid," "Jane Duffies," "Brilliant," "Bona Dea," and "Romulus." £.70 sterling were remitted by Alexander Gilkinson, esq., secretary to certain emigration societies, to be applied to the use and benefit of these immigrants on their journey westward. All of those persons that were destitute were forwarded to the interior at an expense to Government exceeding the sum remitted; and the 70 *l.* sterling were, in compliance with instructions from A. C. Buchanan, esq., put to the credit of the Government.

On the 23d of May the steamer "Queen," on her passage from Quebec to Montreal, came in collision with the steamer "Lord Sydenham," and received so much injury as to sink the former. This disaster happened in the night, and most of the immigrants on board suffered severely, some being compelled to make their escape half dressed. Three individuals were drowned, one of them an immigrant. I felt it my duty to assist the unfortunate strangers by furnishing them with food for a few days, and forwarding them to their destinations at the expense of Government; I also relieved a number who were nearly destitute of clothing with garments at my individual cost.

According to orders received from A. C. Buchanan, esq., chief agent for emigration, Canada East, a new shed was erected early in the spring at the emigrant establishment, at an expense of 170 *l.* currency, which, with the sum of 41 *l.* 7 *s.* 4 *d.* currency for coal-tarring, repairs, cleansing sheds, &c., constitutes the whole cost of keeping the emigrant establishment in good condition during the season, being in all 211 *l.* 7 *s.* 4 *d.* Halifax currency.

In former reports I have deemed it as a duty incumbent upon me to suggest the propriety of opening new settlements in Canada East, on the north shore of the St. Lawrence, and also in the Eastern Townships, and would most respectfully refer to those suggestions.

Eastern Canada participates but sparingly of the enriching current of immigration; only about three per cent. of the gross arrivals at this port the last season have settled in this part of the province. Perhaps no part of Canada offers more inducements to new settlers than the Eastern Townships.

If the Government would assist in opening up that territory with plank roads and a railroad, and lay a moderate tax on the lands left in a state of nature by absentee proprietors and speculators to cover such outlay on roads as might be incurred, most essential benefits might accrue to the country at large, and immigration would be very considerably promoted.

Complaints of ill-treatment by shipping agents and captains of vessels have not been numerous or of a very aggravated character the past season; several immigrants, however, stated that delays occurred at the port of embarkation; these delays consumed a considerable portion of their sea stock provided for the voyage, and passengers have been under the necessity of purchasing provisions from the captains at exorbitant prices, and consequently were deprived of all their funds by this process. This evil has been frequently noticed in previous years, and nevertheless it still continues, though very perceptibly diminished. It is much to be regretted that it has not been wholly remedied, as it casts on our shores large numbers of truly indigent immigrants, many of whom become a charge to the Government.

From numerous disclosures made by investigating into the destination and circumstances of immigrants, I am inclined to think that many forwarded to Kingston and the head of Lake Ontario pass over to the United States, I would therefore most respectfully recommend that the attention of the different emigration agents west of Montreal be called to this circumstance, and that as many be settled eastward of Lake Ontario as may be found practicable. The Ottawa country presents an inviting field for immigration.

A detailed statement of the number of adults, children, and infants forwarded to sundry parts of the province at the expense of Government, together with the names of the forwarding merchants, and the amount paid to each, may be seen in Appendix (C.)

All which is most humbly submitted.

(signed) *Jas. Allison,*

Emigration Agent, Montreal.

No. 3.
Sir C. T. Metcalfe to Lord Stanley, 12 March 1844.

Appendix (A.)

STATEMENT showing the Number of EMIGRANTS that arrived at the Port of *Montreal* during the Season of 1843, and how disposed of.

Number of emigrants arrived here	20,892

They have been disposed of as follows; viz.

Indigent immigrants forwarded to sundry parts of the province at the expense of Government (* see the distribution at foot)	7,191
Number proceeded westward at their own expense	11,267
Ditto - - - south of St. Lawrence, ditto	197
Ditto - - - north of St. Lawrence, ditto	60
Ditto - - - to the Eastern Townships, ditto	85
Ditto, settled in the city and vicinity of Montreal	258
Ditto, proceeded to the United States	1,834
	20,892

* Distribution of Indigent Immigrants to sundry parts of the Province at the Expense of Government during the Season of 1843; viz.

Number forwarded westward of this port (*viâ* Ottawa and Rideau)	6,781
Ditto - - - to Cornwall and neighbourhood	113
Ditto - - - to Beauharnois and neighbourhood	149
Ditto - - - to the Eastern Townships	136
Ditto - - - north of the St. Lawrence	12
	7,191

Appendix (B.)

SICK REPORT of the EMIGRANTS arrived at the *Montreal* Emigrant Sheds, for the Year 1843.

ADMITTED.		DIED.	
Men	151	Men	1
Women	127	Children	4
Children	105		
TOTAL	383	TOTAL	5

Appendix (C.)

A DETAILED STATEMENT showing the Number of INDIGENT IMMIGRANTS forwarded from *Montreal* to sundry parts of the Province at the expense of Government during the the Season of 1843, together with the Amount paid to each of the Forwarding Merchants.

NAMES of the FORWARDING MERCHANTS.	Adults.	Children under 12 Years.	Children under 3 Years.	TOTAL AMOUNT. £.	s.	d.
Messrs. Macpherson & Co.	1,318	578	266	664	4	–
Messrs. Henderson & Co.	646	340	165	326	10	–
Messrs. H. Jones & Co.	486	246	111	243	7	6
Messrs. Murray & Sanderson	766	376	207	419	19	3
Messrs. Ross, Mathie & Co.	157	72	24	76	13	–
The Quebec Forwarding Company	642	255	121	340	9	3½
Messrs. Mason & Farlangar	65	29	19	20	13	2
Mr. Charles Dewitt	110	25	14	15	6	3
Mr. Robert Trenholm	2	2	1	1	4	–
Messrs. W. & G. Tate	5	8	1	1	2	6
St. Lawrence Railroad Company	68	47	7	9	7	6
Mr. Augustus St. Louis	10	2	– –	–	13	9
TOTAL	4,275	1,980	936	2,119	10	2½

Adults	4,275
Children under 12 years	1,980
Infants under 3 years	936
Total Souls	7,191

EMIGRATION.

COPY or EXTRACT of a DESPATCH from the Governor-General of *Canada*, transmitting the last ANNUAL REPORT of the AGENT for EMIGRATION.

(Mr. George William Hope.)

Ordered, by The House of Commons, *to be Printed,*
2 *April* 1844.

181.

Under 8 oz.